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IN SEEING AMERICA FIRST
FIRST SEE NIAGARA FALLS

THE New Guide AND



TO Niagara Falls

WHAT TO SEE
AND
HOW TO SEE IT

JOHN EDBAUER
PUBLISHER

PRICE

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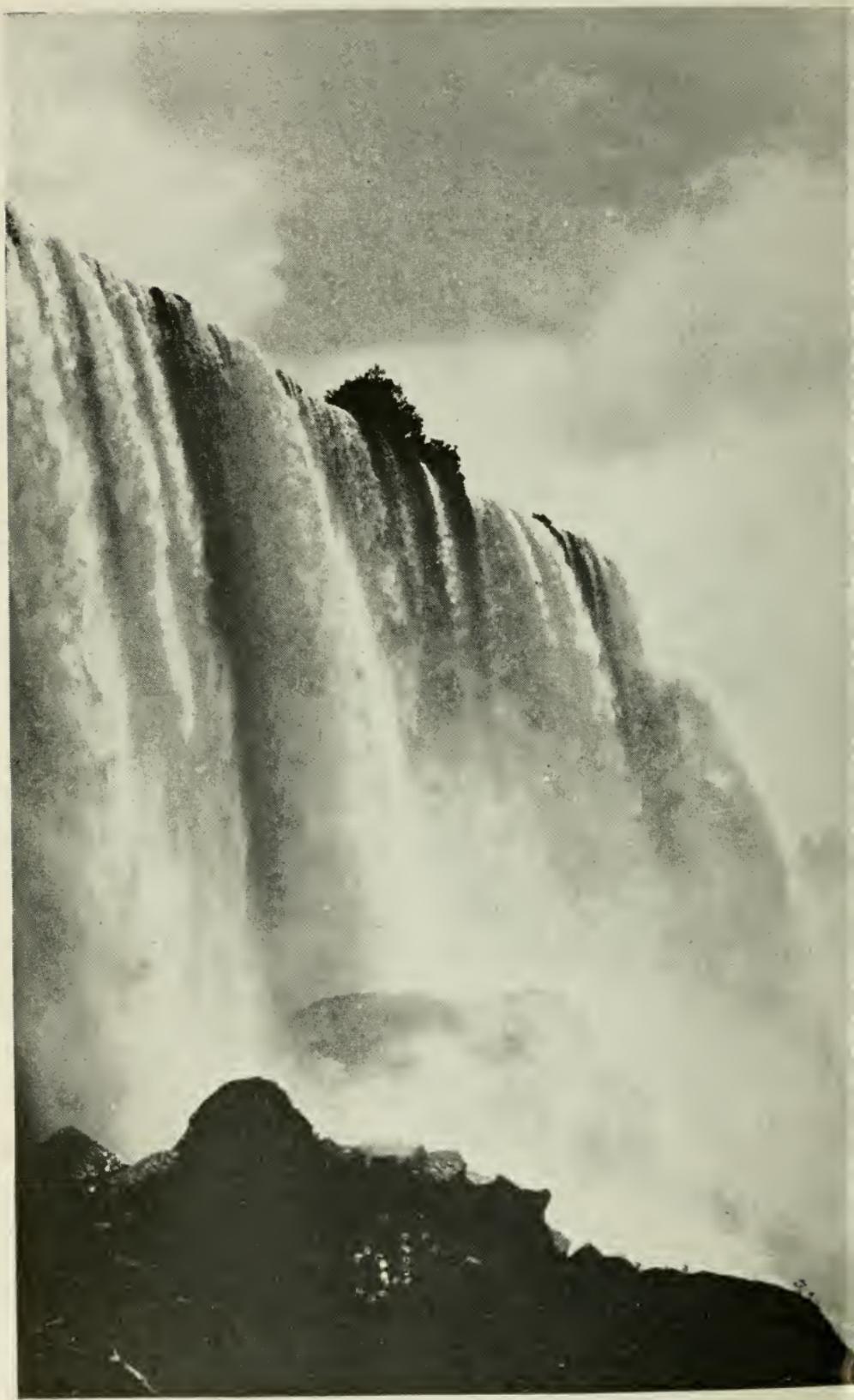
KEY TO NIAGARA FALLS

*Published for the Convenience and Guidance of
Tourists and Visitors*

THE INFORMATION CONVEYED IN THIS GUIDE IS
AUTHENTIC AND TAKEN FROM OFFICIAL
SOURCES AND IS THEREFORE
ACCURATE AND RELIABLE

JOHN EDBAUER, Publisher,
38 West Falls St., Niagara Falls, N. Y.
604 Ellicott Square, Buffalo, N. Y.

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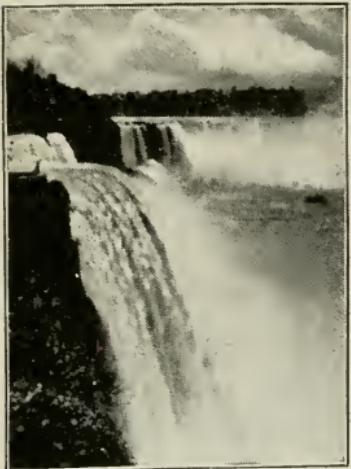
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AUG 10 1920

THE MYSTERY OF NIAGARA

Age of the Cataract—Origin of Its Name.

The origin and age of Niagara can only be conjectured. Geologists have arrived at approximate figures and have advanced various theories respecting the beginning of the mighty cataract. The maps and pictorial works of the present day give Niagara as it looks to the hundreds of thousands of tourists who visit the cataract yearly and marvel at its mighty flow.



Hennepin View

although some authorities claim this allowance is too great. At this rate of recession, it is estimated the Falls will move about a mile southward in the next 1000 years.

The name "Niagara" is of Indian origin, the commonly accepted interpretation being "The Thunderer of the Waters." The name comes direct to us from the Iroquois Indians who, tradition informs us, acquired it from the Neuters, whom they annihilated as a tribe, the survivors being absorbed by the Iroquois and the Senecas. About fifty variations of the name "Niagara" are known, but the present spelling has been used for over 200 years.

SIGHT-SEEING

Visitors to Niagara Falls will be able to make the best economic use of time by adhering to the following routes in sightseeing about the Falls.

NEW YORK STATE RESERVATION

That Niagara should be made free for the enjoyment of mankind seems first to have occurred to two Scotch divines who paid this region a visit in 1834 and who said "Niagara does not belong to America or Canada and such spots should be deemed the property of civilized mankind." Other writers expressed similar sentiment, which were really the beginning of the long agitation that finally resulted in "Free Niagara." The State Reservation at Niagara was opened to the public July 15, 1885. Its establishment was the result of the movement for the preservation of the scenery of Niagara Falls and was the first instance in the United States of the application of the right of eminent domain for the preservation of scenic beauty. The property is owned by the State of New York and is under the control of five Commissioners appointed by the Governor.

The history connected with the acquisition of this beautiful park by New York State is highly interesting but limited space in this Guide will permit only a brief resume of the main facts, as gathered from the history of the State Reservation prepared by Charles M. Dow, LL.D., who was a commissioner of the Reservation at Niagara from 1898 to 1914, and president of the commission from 1913 to 1914. An area of 107 acres embracing Goat Island and adjacent islands, Prospect Park, from the brink of the Falls, to the Upper Steel Arch Bridge, and a strip of land running from Prospect Park to Port Day bordering on the river, was purchased from private owners for \$1,433,429.50. The work of restoring these lands as nearly as possible to their pristine beauty was immediately begun. All traces of commercialism were removed and there was finally evolved the wonderful Niagara Park of today, a beauty spot that is not excelled in scenic investiture anywhere in the world.

Access to all parts of the Reservation is absolutely free and all points of interest on the Reservation are within walking distance. Automobile vans may be engaged for a trip about the Reservation, letting off and taking on passengers at the various places of interest. The Reservation van service covers the entire Reservation.

The mainland of the Reservation is always open. The Islands are open from 6 A.M. until sundown between May 1st and October 1st, and from 8 A.M. until sundown between October 1st and May 1st.

Permission to visit the Islands when not open to the public, and in order to see the Falls by moonlight, may be obtained from the Superintendent at the Administration Building.

The morning is the best time to get the rainbow effects of the American Fall.

There are no charges made for any other services by the Reservation authorities, but concessionaries charge for carriage service, the trip on the "Maid of the Mist," and attendant at the Cave of the Winds.



Administration Building

The State Reservation at Niagara contains about 412 acres, 300 of which are under water. It comprises a strip on the mainland extending from a point near the steel arch bridge below the

Falls, up the river 1½ miles to Port Day, which is at the intake of the Schoellkopf Canal, together with some fifteen islands lying between the mainland and Horseshoe Fall, through the apex of which runs the boundary line between the United States and the Dominion of Canada.

There is no trolley service through the Park or Islands, but automobiles and carriages are there to serve the public. The Superintendent of the Niagara Reservation requests that all violations of regulations or discourteous treatment on the part of anyone be promptly reported at his office in the Administration Building.

ADMINISTRATION BUILDING

In the Park is the handsome Administration Building in which are located the offices of the Reservation Commissioners, the executive offices of the Reservation Staff, the rest rooms for visitors, etc. This handsome structure fronts on Riverway and is imposing in its architectural design and in keeping in its dignity with its environment.

SCENIC NIAGARA

Scenic Niagara holds out the same attraction today for the civilized world that it has always offered. Though man has harnessed the great flow of the Niagara River to his economical uses, yet the marvelous beauty of the mighty cataract and its environment is unimpaired. Niagara is the chief shrine of the world for those who seek Nature's most sublime handiwork. As an inspiring spectacle it has no equal.

Every American citizen who can do so, should see this great spectacle before visiting any foreign land, and no traveler from another country should leave America until this wonder of Nature has been added to his store of personal experiences.

A glimpse of Niagara can be had in a day. In two days, a fair inspection of its many beauties can be made—but a longer visit can be most profitably made for there are ever new delights to experience, new vistas to admire, new marvels to command attention and arouse a spirit of awe and reverence in the contemplation of God's great work in shaping this majestic spectacle. Ten days at Niagara is none too long for those who would know its real beauties and transcendent delights.

There is naught now to interfere with the visitor in the pursuit of pleasure. All annoyances have been eliminated and every facility for full and free enjoyment is placed at one's disposal. The Canadian Government has matched the generous action of the Empire State and created a magnificent sister park on that side of the river so that unrestricted views may be had from all angles and from the best possible vantage points.

Tourists arriving at Niagara Falls on trains are within four blocks of the Falls and Prospect Park (easy walking distance).

High Speed Line (electric terminal directly opposite Falls and Park).

PROSPECT PARK

One naturally begins a sight-seeing trip at Niagara with a visit to Prospect Park. This is a delightful, wooded expanse of parkland bordering on the American upper rapids, Falls and Gorge. It contains about ten acres and has a frontage of 1,000 feet along the river chasm and of 500 feet along the rapids above the American Fall.

The spot is marked by a tablet and named in honor of the Franciscan priest, Father Hennepin, who gave the world the first description of Niagara.



American, Luna and Horseshoe Falls.

PROSPECT POINT

From Prospect Point an unexcelled view of the Falls and Gorge can be obtained. The perspective from this point is said to be the best at Niagara. In panoramic view one beholds the American Fall, the Luna Fall, the Canadian Horseshoe Fall,



View from Prospect Point

the Islands that divide the cataract, the frowning cliffs of the Canadian escarpment, the Gorge, the International Bridges spanning the boundary stream, and in the far distance, the first line of breakers indicating the beginning of that terrible stretch of troubled waters—the Whirlpool Rapids.

THE ELEVATOR TO FOOT OF FALLS

A modern elevator operated by the New York State Government replaced the old Inclined Railway which carried visitors down into the Gorge and to the foot of the American Falls. The elevator descends in a few minutes to the foot of the Falls just below Prospect Point. The fare is five cents each way. The descent may also be made by a free flight of stairs or by a path up Talus Slope. The grandeur and sublimity of the cataract is better appreciated from the foot of the Fall than from any other point. The elevator also reaches the American dock of the "Maid of the Mist," where you may take the steamer "Maid of the Mist" trip which seems like an adventure into the unreal, those powerful little boats that plow their way through the powerful current almost to the very foot of the majestic Falls. Starting from the landing at the foot of Prospect Point, these staunch little craft ride the waves in security, affording passengers an unexcelled view of both the Horseshoe and American Falls. Cost of this trip, including loan of a rubber suit, is 75 cents. The trip consumes 45 minutes, steamers leaving every half hour.

HENNEPIN VIEW

At Hennepin View, the elevation just below Prospect Point, stood Father Louis Hennepin in 1678 when he drew the first picture made of Niagara Falls. At the eastern end of the Reservation is Old French Landing, used by La Salle and Hennepin, and Indian, French and British traders.

This is a fine vantage point for a view of the Falls and Gorge. It is but a short distance down the river from Prospect Point.

AMERICAN AND HORSESHOE FALLS



Illuminating and View Point

ages between four and five feet annually at the apex. The total fall of the Niagara River between Lake Erie and Lake Ontario is 326 feet.

According to the measurements of the United States Engineer Corps the average flow of the Niagara River is 222,400 cubic feet per second and the minimum flow about 165,300 cubic feet per second. It is estimated that of this about one-sixth passes over the American Fall and five-sixths over the Horseshoe Fall.

Average recession along whole contour Horseshoe Fall, about $3\frac{1}{2}$ ft. per year. Drop in river from Buffalo to Upper Rapids 10.36 ft.; from Upper Rapids to brink of Falls, 49 ft.; drop at American Falls, 167 ft.; from below Falls to Lower Rapids, 99 ft.;

The height of the American Fall is 167 feet; of the Horseshoe Fall, 158 feet. The length of the crest of the American Fall under water is 1,030 feet; of the Horseshoe Fall, 2,450 feet. The average depth of the American Fall is 1.5 feet. of the Horseshoe Fall, 7.9 feet. The recession of the American Fall is slight; that of the Horseshoe Fall averages



Goat Island Bridge

from Lewiston to Lake Ontario, 6 ft.; total fall in River from Lake Erie to Lake Ontario (distance of 37 miles), 326 feet.

The Falls have been called the "clock of creation," as their recession from Lewiston best measures the time elapsed since the first record of man upon earth. Prof. Hitchcock, the geologist, has estimated the period of recession as 49,600 years.

GOAT ISLAND BRIDGE

The most interesting route on leaving Prospect Park is along the Rapid's edge toward Goat Island Bridge.

Passing onto Goat Island Bridge you obtain a new view of the tumultuous waters of the Upper Rapids as they dash and tumble in endless cascades and billows to disappear over the crest into the Gorge below. The present Goat Island Bridge was erected by the State of New York in 1901. The first bridge was constructed in 1817 about 500 feet above the present structure and carried away by the ice a year later. Another bridge was constructed on the same site in the same year, which remained. In 1901 the State built the present handsome stone arch structure.

GREEN ISLAND

Goat Island Bridge leads to Green Island, named in honor of Andrew H. Green of New York, the first president of the Niagara State Reservation Commission.

Green Island is about one acre in extent. It was formerly called Bath Island. Previous to "Free Niagara," it was the site of several paper mills that derived their power from the flow of the river. Below Green Island are two small islands known as Brig and Ship Islands. A bridge at one time connected Bath Island and Brig Island, but was carried away years ago by the ice and never rebuilt.

GOAT ISLAND

The Goat Island Bridge continues by another short span from Green Island to Goat Island. This beautiful wooded island which Basel Hunt has declared to be the most beautiful spot in America is about half a mile long and a quarter of a mile broad, and contains about 70 acres. This island separates the American and Canadian Falls. The Indians regarded this island as sacred, the abode of the Great Spirit. It was a favorite burying ground for the chiefs and for the bodies of the maidens who made the sacrificial trip



Goat Island Bridge and Rapids

over the Falls each year as a religious rite.

Goat Island has long been a favorite resort of botanists who declare they have found on it over 400 different species and kinds of plants and trees.

This island was originally called "Iris Island," obtaining its present name from a singular incident. In the fall of 1770, John Stedman, who claimed ownership of the island under a deed of "land on the American side of the river," obtained from the Seneca Indians, placed thereon for safety from the wolves, a



Rock of Ages—Cave of the Winds

number of animals, among them a goat. The winter was severe and by spring all the animals save the goat had perished. Thus the place derived the name "Goat Island," a cognomen that has clung to it ever since.

In entering Goat Island one ascends the hill and takes the right hand path. A main drive and footpath extend entirely around the island. The first point of interest, on turning to the right, is Stedman's Bluff where the Falls may be seen from new angles.

LUNA ISLAND

This far-famed little island is reached by a stone staircase and a rustic stone bridge which passes over the stream that forms the Center or Bridal Veil Fall. Under the Fall, in the cavern formed by the recessed cliff, is the celebrated Cave of the Winds. At this point has been erected a delightful shelter house where the visitor is prepared for his explorations "Under the Falls." This noted attraction, famous the world over as Niagara's most thrilling experience, is well worthy of every visitor's patronage.



Cave of the Winds

CAVE OF THE WINDS

A visit to Niagara is not complete without a trip to the Cave of the Winds under Niagara's mighty Cataract and through the wonderful cavern. Do not defeat the primary object of your long trip to view this masterpiece of nature by leaving the city without enjoying the delightful experience of a visit to this scenic wonder.

Each visitor to the Cave of the Winds is provided with a complete suit of flannel and rubber and a competent guide, insuring comfort and safety. This service can be obtained at the Cave of the Winds shelter house and dressing room on Goat Island. The charge is \$1.00 per person, everything included. Trip consumes about 45 minutes.

Every year the ice and snow and storms of winter carry away the bridges to the Cave and must be rebuilt each spring at considerable expense and at great personal danger to the workmen who are forced to cling to the slippery rocks in the spray and spume while they lay the stringers and build the super-structure over which the visitor passes in perfect safety.

TERRAPIN POINT

Terrapin Point or Terrapin Rocks, also known as Horseshoe or Prospect Tower, which was used for observation purposes, is the next point of vantage on the trip around Goat Island. It was built in 1833. In 1873, owing to the recession of the Falls and the crumbling away of large sections of the rocky parapet near the tower, the structure was considered unsafe and was blown up.

At Terrapin Point one gets the best view of the Horseshoe Falls. The whole panoramic view is spread out in delightful perspective.

THREE SISTER ISLANDS



Bridge to the Third Sister Island

the upper Niagara Rapids on account of their location. The islet at the foot of the Third Sister Island is called Little Brother Island. It has never been bridged, but in seasons of low water, or during ice jams in the winter, it may be reached by the more venturesome.

Continuing the journey around Goat Island, next one comes to the Three Sister Islands which are very interesting and should not be missed. These islands were connected with Goat Island by handsome suspension bridges in 1868, but have since been replaced by more modern and picturesque structures of stone and steel.

From these islands may be obtained the grandest views of



Bridge to the Sister Islands

THE HERMIT'S CASCADE

The "Hermit's Cascade" is best seen from the First Sister Island Bridge. It is so called because Francis Abbott, the hermit of Niagara made this spot his rendezvous. He lived this

solitary life for a period of two years. He wrote considerably, mostly in Latin, but destroyed his manuscripts almost immediately after they were written. He lost his life while bathing near Prospect Park in 1831 and his body was recovered and buried in Oakwood Cemetery in Niagara Falls near the body of Captain Webb.

HEAD OF GOAT ISLAND

While the visitor may return to Goat Island Bridge by following the path directly east from the Three Sister Islands, there are many pleasures to be experienced by continuing to the head of the Island.



The Spring

The Spring is the next point of interest Goat Island offers to the visitor. For many years this fountain of cool, clear water bubbled up from between the rocks, an oasis for the thirsty sight-seer. When the State took over the land about Niagara the Spring received attention. A rocky grotto was built and other improvements made for the enjoyment and convenience of the

visitors. It is situated in a cool glen close to the edge of the rushing rapids and is a very delightful spot for rest and recreation.

THE RIVERSIDE DRIVE

Crossing back to the mainland you approach the Riverside Drive which skirts the river and rapids as far upstream as Port Day which is the source of the great canal feeding the power plants of the Niagara Falls Power Co. This drive cannot be equalled for beauty and unique scenery anywhere on the American Continent.

TOUR AROUND THE ISLANDS.

May be made on foot, but the most comfortable and enjoyable way is by auto sight-seeing cars starting from within Prospect Park. The fare is 50 cents which allows free stop-over privileges at all points of interest, and continuing on any following auto of the same line, or you can start from the N. Y. C. R. R. train shed (inside). The popular trip among tourists is the combination Niagara Belt Line-Auto Trip which includes the trip around the Islands after which the passenger is taken to the Niagara Belt Line car (at Great Gorge Route Office) for the scenic trip across the Upper Steel Arch Bridge, to Horseshoe Falls, Canadian side to Queenston, thence crossing the only suspension bridge to Lewiston, N. Y. (Queenston, Ont., and Lewiston, N. Y., are Ports of Call, Toronto Steamers). At Lewiston, N. Y., the return trip is

begun up the American side through the famous Gorge in full view of the mighty Whirlpool and Whirlpool Rapids, returning the passenger to starting point. Tickets for this combination trip, \$1.58. For the above trips arrange with the Niagara Falls Transfer Co., inside N. Y. C. R. R. train shed. Time consumed for the combination trip, 3 hours.

AUTO AND CARRIAGE TRIPS.

The visitor may spend many pleasant hours on auto and carriage trips in industrial sections offering a great attraction for those interested in this line. For Niagara Falls is the centre of the electro-chemical industry of America,—an industry that played an important part in the World War. Then there are the great power plants on both sides of the river that harness Niagara's mighty energy.

OTHER PLACES OF INTEREST.

The State lands at Niagara do not embrace all of the points of interest, for there are wonderful sights below the State Reservation on the American side of the river, and many attractive spots along the Canadian shore. Along the lower stretches of the Niagara Gorge are four wonderful bridges.

BRIDGE HISTORY IN BRIEF.

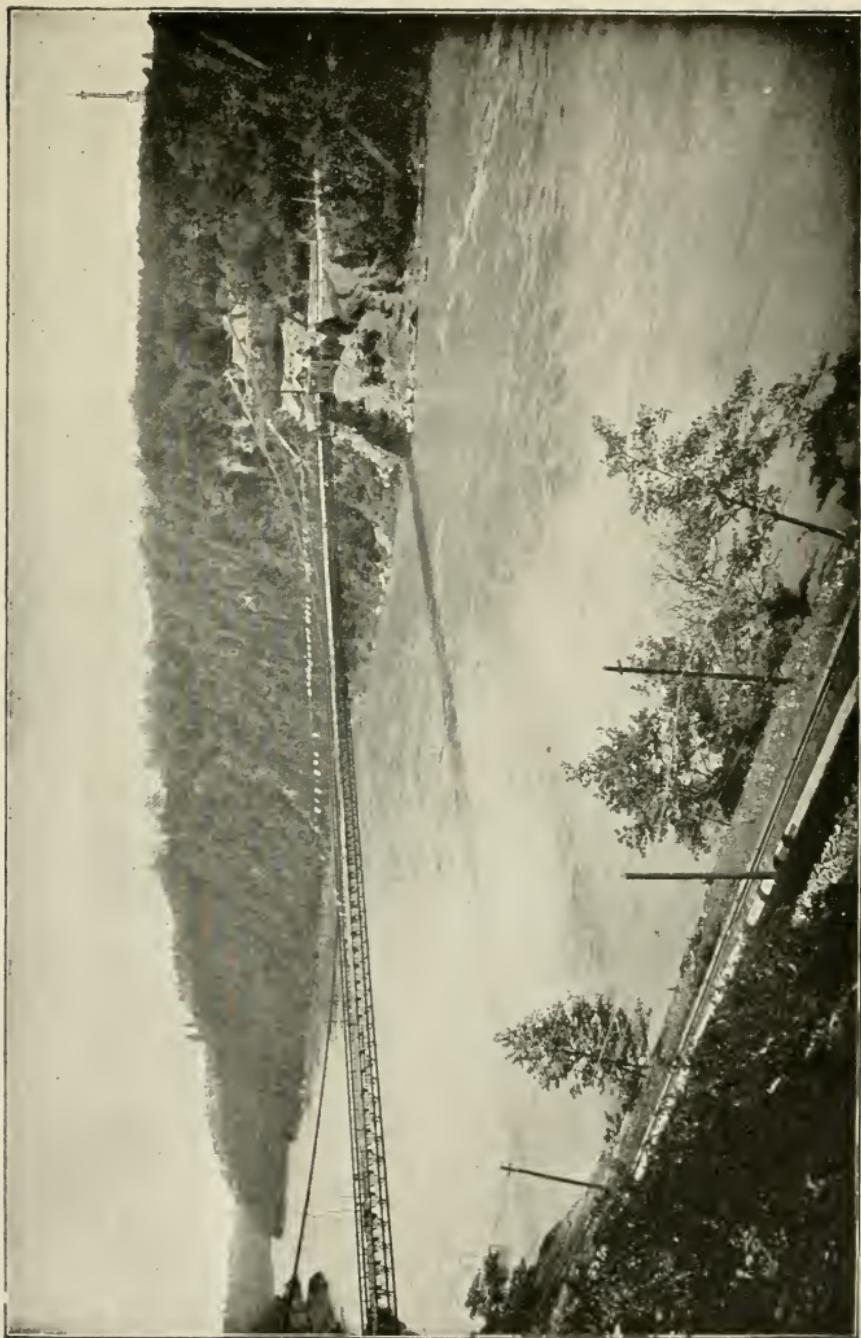
Upper Steel Arch Bridge, situated about one-eighth of a mile north of the Falls. It is 1240 feet long, 46 feet wide, 192 feet above the surface of the river, arch span 840 feet, one of the largest in the world. It is operated and owned by the International Railway Co., accommodating trolley, vehicular and foot traffic. From this bridge a fine general view of the Falls and lower river may be obtained. The present bridge is the third to be located at this point. The first suspension bridge was opened for traffic January 2, 1869, and was remodelled 1887-8 and blown down January 10, 1889. A new suspension bridge was opened for traffic in 1890 and taken down in 1898 when the present bridge was erected. The fare (ride or walk) ten cents round trip.

The Cantilever Bridge, owned by the Michigan Central R. R., was constructed on the Cantilever principle. It is about one mile and a half north of the upper steel arch bridge and was built for railroad traffic only. The total length is 910 feet, span 470 feet, opened for traffic December 6, 1883.

Lower Steel Arch or Grand Trunk Railway Bridge—Located about a mile and three-quarters north of the Falls at almost the narrowest point (300 feet). In 1848 the first carriage bridge was built on this site. The present great structure was erected in 1897. In addition to the railroad deck on top there is a separate deck below for vehicular and passenger traffic. The second deck is 230 feet above the surface of the water. The arch span is 550 feet. The bridge is owned by the Grand Trunk Railway Co. The fare (walk or ride) is 10 cents round trip.

Lewiston-Queenston Suspension Bridge—Spans the river at the foot of the Queenston and Lewiston escarpments where the country on both sides of the river flattens into beautiful orchards and vineyards on both sides of the river. It was built for the accommodation of trolley cars traversing the Niagara Belt Line Route, one of the most interesting scenic rides in America. The present bridge is the second to span the river at this point. The first bridge was opened to traffic in 1850 and was blown down by a hurricane in 1864. The present structure was opened to the public in July, 1899. It is 60 feet above the river and 840 feet long. It is owned by the International Railway Co. The fare (walk or ride) is 10 cents round trip.

LEWISTON-QUEENSTON BRIDGE.





Great Gorge Route Car—Whirlpool Rapids

WHIRLPOOL RAPIDS.

Some idea of the tremendous rush and power of the river at this point may be gained from the fact that the entire volume of water from the upper lakes discharges itself through the narrowest channel of the river which, at this point, is less than 300 feet wide. Current about 27 miles, approximate depth from 150-200 feet deep.

"One always experiences a vivid emotion from the sight of the Rapids," writes William Dean Howells, "no matter how often one sees them. . . . I had schooled myself for great impressions, but I had not counted upon the Rapids taking me by the throat, as it were, and making my heart stop. I still think that the Rapids are the most striking part of the spectacle."

Although no other rapids in the world equal in velocity and power, these great rapids, the little steam boat "Maid of the Mist" was piloted safely through the mighty waves by Joel R. Robinson, June 16, 1861. The boat ran the gauntlet of these terrible waters to escape seizure as it was mortgaged and libeled, hence the reason for the perilous trip.

On July 24, 1883, Captain Matthew Webb lost his life in a brave but foolhardy attempt to swim the rapids without the aid of life preservers. His body was found three days later near Lewiston, N. Y.

The fare down the elevator on the Canadian side is 50 cents. On the American side no charge is made to view the Whirlpool Rapids, as the Great Gorge Route cars pass along the water's edge and permits free stop-over privileges.

Lewiston was destroyed by the British in the war of 1812 and rebuilt when peace was declared. During the summer months the steamers of the Canada Steamship Lines ply between Toronto, Queenston, Ontario and Lewiston, N. Y. The Great Gorge Route, International Railway and the New York Central R. R. make direct connections with these steamers.



Whirlpool Inlet and Outlet



THE KING AND QUEEN OF THE BELGIANS' VISIT, OCT. 6TH, 1919 .



SEARCHLIGHT EXHIBITIONS

THE
WHIRL-
POOL
RAPIDS
BY
SEARCH-
LIGHT

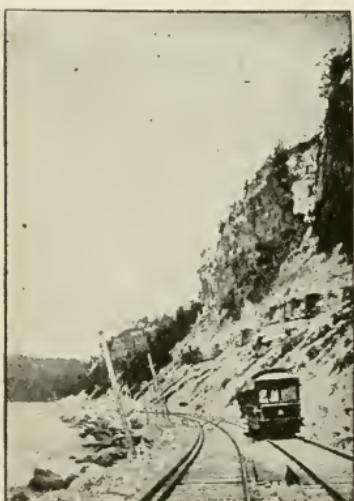
This is a sight never to be forgotten. Eighty thousand candle power in reflected arch lamps and 30-inch U. S. Navy Searchlight Projector continually changing colors are directed at the mighty waves of the Rapids, the effect of which baffles all description and a sight never to be forgotten. The illuminated searchlight car with the powerful searchlight precedes the passenger carrying cars which start from the foot of Falls Street at 9.30 p. m., every Monday, Wednesday and Friday, July 7th to August 29th, inclusive, returning one hour and fifteen minutes later. The round trip fare is 35c. Purchase these tickets at the Great Gorge ticket office.

THE WHIRLPOOL.

This great basin, which lies at the foot of frowning walls that line the magnificent gorge, has been formed by the action of the relentless rush of waters which for ages past have been swept against its granite walls. Here the river again rests awhile, circling around in sullen whirls. Huge floating logs are sometimes seen suddenly tossing their ends high in the air to be sucked down only a moment later into the vortex of the maelstrom. It is a weird and uncanny place. All at once the waters find their exit, and springing into motion afresh, set off again on their way to the sea.

The river at the outlet of the whirlpool is only 25 rods across. The rocky cliffs are 350 feet high. The whirlpool covers 60 acres and is about 200 feet deep although no exact soundings of the enormous depth have been recently made. The old outlet, showing that the river at one time flowed into Lake Ontario at a point about 20 miles west of the present location of its mouth can still be traced via the St. David's Ravine.

DEVIL'S HOLE AND BLOODY RUN.



Passing Devil's Hole

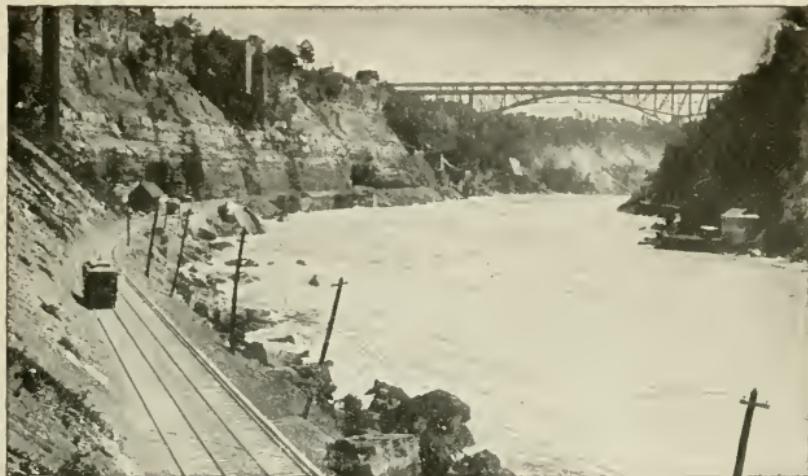
The Devil's Hole is a weird spot, and was at one time a mighty cavern, famed in the legends of the red men as the abiding place of the Evil Spirits, which gave it the name.

History tells us that the French explorer, La Salle, was the first white man to see this cavern, in 1678. Not quite a century later, on September 14, 1763, the same cavern was the scene of a blood-curdling massacre soon after the bloody French and Indian war. At the top of the bank an English provision train, guarded by a company of regulars, was ambuscaded by a horde of Seneca Indians. They swooped down on the unsuspecting Englishmen, and, out of about 90 men, all but three were either butchered or thrown over the awful brink—horses, wagons and all driven pell mell over the cliff. One drummer boy, named Matthews, escaped death

by falling into a tree and being caught in the branches by the strap of his drum. One of the others to escape was the officer in charge of the train, named Steadman, who broke through the ambuscade, mounted on a fleet horse. The cavern contains many interesting features, the great Council Rock, the Mysterious Cave, and the bed of Bloody Run Creek, so named from its running red with the blood of the awful massacre in 1763.

NIAGARA'S FAMOUS SCENIC NIAGARA BELT LINE TRIP

One may have a choice of ways, but the most attractive is to start in one of the Niagara Belt Line cars which leave Niagara Falls every 15 minutes (and every hour during the winter months) and may be boarded at the New York Central depot, Great Gorge Route office, International Ry. Terminal, or along the route.



Gorge Route—Whirlpool Rapids—Niagara Belt Line Cars

THE WORLD FAMOUS SCENIC GORGE TRIP AROUND THE FALLS AND THROUGH THE GORGE

As light is required to bring out the colors of the rainbow, so is a trip around the Niagara Belt Line necessary to bring out the true beauties and grandeur of the American and Horseshoe Falls, the great Whirlpool Rapids, the wonderful Gorge, and the magnificent scenery that has made Niagara world-famous. Before the great lines of electric traction were established at the Falls it was impossible to gain access to the many points of interest now reached with ease by the wonderful trolley system encircling the Gorge, which, for a distance of over twenty miles, continually presents to the tourist an ever-changing panorama of wonderful scenery. The scenic tour jointly arranged by the International Railway and the Niagara Gorge Railroad, the former operating the electric line along the Canadian side of the river and the great bridges at Niagara Falls and Queenston; and the Niagara Gorge Railroad, or "Great Gorge Route," which follows through the Niagara canyon from Lewiston to the Falls along the water's edge, enables the traveler to make this wonderful ride at Niagara without change of cars.

Boarding one of these observation cars, designated "Niagara Belt Line," the tourist is carried to the American approach of the great Steel Arch Bridge spanning the Niagara River a few hundred feet below the Falls, and over this remarkable structure to Canada. As the car slowly moves over the bridge, one of the grandest and most perfect views of the Falls is gradually unfold-

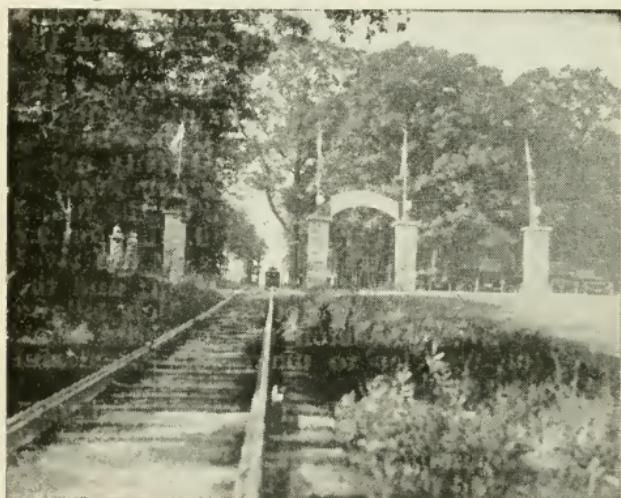
ed, and in its course for nearly one mile up the river on the Canadian side this magnificent view of the American and Horseshoe Falls is ever present to the eye, always from a new point of vantage, until the car reaches Table Rock, almost at the brink of the Horseshoe Fall. Here the tourist may remain, if he so desires, continuing his journey on some later car. From this



**Panoramic View of American and Horseshoe Falls,
as seen from Niagara Belt Line Cars**

point may also be seen the Canadian rapids, above the Falls, and the wild and plunging waters in the mad rush before leaping into the chasm. Proceeding down the Canadian side to Queenston the car crosses the Lewiston bridge to Lewiston, where the return trip is down through the Gorge, directly passing the Whirlpool and Whirlpool Rapids, returning the passenger to the starting point in Niagara Falls. The Round Trip fare for this unequalled Scenic Tour is but \$1.08.

FORT NIAGARA AND FORT NIAGARA BEACH



Entrance Fort Niagara Beach

Historic Fort Niagara and Fort Niagara Beach are located at the mouth of Niagara River on Lake Ontario (American side) opposite Fort Mississauqua on Niagara-on-the-Lake, 15 miles north of Niagara Falls. This trip may be taken in connection with the Niagara Belt Line by changing cars at Lewiston, N.Y. Round trip far from Lewiston 25c. Or you may go direct to Fort

Niagara from Niagara Falls, N. Y., at a round trip fare of \$1.03. After 11:30 a.m. the round trip fare is 54 cents.

After leaving Lewiston the cars pass through the richest fruit growing district in Western New York. Niagara county has a national reputation for the production of its excellent quality of orchard fruits and the Great Gorge Route passes through the center of this section. This trip is not only interesting and instructive, but exceedingly delightful during the hot summer months when the breezes from Lake Ontario and the Niagara River are most invigorating.



Castle, Fort Niagara

Arriving at Fort Niagara an entire day can be spent to good advantage viewing the old landmarks, buildings and relics of the war of 1812.

The modern barracks and training camp used by Uncle Sam to prepare thousands of men during the world war will also prove of the utmost interest.

Adjoining the government reservation on the east is Fort Niagara Beach which offers many attractions, including an excellent bathing beach, boating and fishing. Dancing evenings. Summer cottages are rented by the week, month or season, as the beach is an ideal place to spend a day, week or month in healthful rest and recreation. Meals and refreshments are served in the dining room at reasonable rates. For cottage reservations write Mr. Harry G. McIntyre, Manager Fort Niagara Beach, Youngstown, N. Y. Tickets for the trip to the beach must be purchased at the Great Gorge Route ticket office, as no excursion tickets are sold on cars.

THE ILLUMINATION OF NIAGARA FALLS

You have never really looked upon Niagara Falls until you have beheld the American Falls and the Rapids, at night, pierced and lifted out of the darkness by a light flood of 50,000,000 candle power.

After years of experiment, dreams and the expenditure of thousands of dollars, an effective system of lighting has been the American Rapids and American Falls of Niagara, August 26th, 1916, and with night for a frame, threw up out of the darkness the sublimity of emerald torrent crashing white and writhing mists, a dream of many decades came true, and the City of



(Copyright, Davis Lighting System)
Illumination American, Luna Falls and Bridge

Niagara Falls accepted the system as a permanent feature and arranged for nightly illuminations from June 1st to October 1st, after which it is discontinued each year as it is not practicable to operate the batteries during the winter on account of the ice formation at the foot of the Falls.



(Copyright Davis Lighting System)
Illumination of American Falls

This system is The Davis System of Flood Lighting which does away with the glare and blinding force of the searchlight found and installed, and when the switch was turned which shot the light of 50,000,000 candles through the torrent and spray of heretofore tried, and is at the same time economical and effective. A Flood Light is distinguished from a search or spot-light where the rays are concentrated in that it diffuses or spreads its beams over a wide area. It is the invention of Will J. Davis, Jr., of Chicago, son and namesake of a distinguished theatrical manager and the late Jessie Bartlett Davis, whose memory is inseparable from this history of the American stage as prima donna of the old Bostonians.

The Iroquois Theatre fire of Chicago inspired The Davis Flood Light because when that appalling catastrophe occurred the inventor, then twenty years of age, was assistant treasurer of the theatre and passed through it.

He had discovered a way in which he could multiply and diffuse a thousand-fold the beams of a nitrogen incandescent light in a hood of steel, fitted with parabolic reflectors.

Five great batteries now light the American Falls and Rapids. There are 100 lights in all which send forth an equivalent of the rays of 50,000,000 candles, each light having the strength of 500,000. The batteries are placed two above and below the mainland below Prospect Point and the fifth on Luna Point. There is nothing to offend the eye or to blind it. This enormous volume of lights goes through the water, not against it, nor behind it. As each light has an illuminating area of 200,000 square feet the beams are never beaten back against the eye. A device never before used has destroyed the focal point and disintegrates it, but this does not dim the light itself.



Niagara At Night

System designed by Mr. Will J. Davis, Jr., of The Davis Lighting System. Construction supervised by Mr. Ray Hendrick of the Hydraulic Power Company.

Electric installation by Mr. F. W. Scott of the Hydraulic Power Company.

**Area lighted —
the American Falls and Upper
Rapids.**

**Total number of
light batteries —
five.**

**Total number of
lamps — 100.**

**Illuminating power of
each lamp — 500,000
candles.**

**Aggregate candle
power used —
50,000,000 candles.**

**Illuminating area of each
lamp — 200,000
square feet.**

**Electric power
required — 100
horsepower.**



NIAGARA IN WINTER GARR

A very large number of the pleasure resorts of the country lose their attractiveness with the coming of winter, but this is not so with Niagara. The beauty is of a different style, but then it is so thoroughly entrancing that many who have viewed Niagara in both seasons find it difficult, indeed, to give preference to either scene. The fact is, that America contains many places that are truly beautiful in summer, while the world does not know another spot where King Winter reigns in such joyous beauty as about the waterfall of Niagara.



Giant Icicles and Ice Mounds

Imagine, if you can, the most delicate twigs, shrubs, bushes and great trees, big rocks and shapely railings, all hewn from purest marble. Conceive of the beauty and whiteness, and finish them with the most clever touches that a hand more skilled than man's is able to give to them. Picture this all in reality; and, over all, the smothered roar of the cataract, as though angered at the apparent effort of winter's grasp to make it prisoner. Each day the superb whiteness is renewed in all its purity, and thus, while it lasts, the spectacle is one of dazzling beauty. In fact, Niagara in Winter is a veritable fairyland!

It has been well said that those who have viewed Niagara only in summer have but half seen it. With the coming of the cold days, Niagara prepares for the wonderful transformation. When winter's breath sweeps across the falls, and down the Gorge, it goes laden with tiny spray-drops, which it carries all about. As these drops settle, they are congealed, and the creation of the winter glory begins.

This transformation is truly marvelous. The deposit of frozen spray becomes so great, so heavy, that the big monarchs of the forest bow their heads, and break under the weight. Kissed

by the bright sun, this frost work sparkles like millions of diamonds, and the eye that does not admire it all is blind.

The points where the winter scene at Niagara is especially enjoyable are in Prospect Park, on Luna Island, on Goat Island, at Terrapin Point, and along the Goat Island shore up toward the



Bridge to Terrapin Rocks

Three Sister Islands. These places are on the New York State Reservation. The Canadian side has its spots of remarkable beauty in delightful Victoria Park.

Along the very crest of the waterfall, the ice forms in great masses, and parts of the fall are stilled. Then the face of the cliff is covered by great stalactical masses of ice, that hang suspended in a weird manner. Up from the rocky talus, at the base



The Ice Mounds Below American Falls

of the American Fall, huge stalagmitical mounds rear their heads until they also conceal the remaining falling waters of this portion of the cataract.

The first freezing spell starts the ice mountain, and its foundation is laid close by the foot of the American Fall, adjoining

the Prospect Park Electric Elevator, and it is here that, later on, people from all parts of the world view this great sight.

In time there comes down from Lake Erie, a tremendous floe of ice. It covers the upper Niagara, from the Falls to the lake, and, plunging over the precipice into the Gorge, lodges in the eddies close by the Falls, and soon a bridge is formed over the rapid running stream by the small cakes of ice, the force of the rushing waters jamming it tightly, thus forming the ice bridge, a mystifying structure, and it is difficult to understand how tiny particles of ice can form a bridge of such wonderful strength over a roaring river like the Niagara. The bridges are not formed by the stream freezing over, but rather by the ice cakes tossing up in the air, and being held there, while the river rushes along at its customary flow below. Deep crevices form in the bridge, each one going to reveal the marvelous creation of the mass, for one may look far down in them and not see any water.

THE ICE BRIDGE TRAGEDY

The tragedies of Niagara have been many. Some unfortunates have voluntarily sought surcease from their troubles by committing themselves to its merciless tides, while others, still more unfortunate, have been victims of accidents that have cost them their lives in the turbulent waters.

Perhaps one of the most thrilling of the many Niagara tragedies was that of Sunday, February 4, 1912, when, by the sudden disintegration of the ice bridge in the lower Gorge, three persons lost their lives after desperate efforts at rescue had been made. The unhappy victims of that terrible experience were Mr. and Mrs. Eldridge Stanton of Toronto, and Burrell Heacock of Cleveland, Ohio.

The Gorge, between the Falls and the upper steel arch bridge, was choked with ice, forming the so-called ice bridge. It was 12 o'clock noon. About 50 people were moving about the Niagara glacier when a sudden jolt, a grinding sound, gave warning that the "bridge" was being forced from its moorings and was fast breaking up into numerous sections. Back and forth sounded the cry "run to safety; to the shore on either side."

In about the center of the ice bridge a man, a woman and two youths heard the cry. The youths were companions; the man and woman, husband and wife. After the two youths made for the shore, the husband, encumbered by his wife, shouted for assistance. Burrell Heacock, one of the youths, heard his appeal and like a hero returned to his assistance. After Heacock left his chum another break in the ice floe isolated the three, and they were alone, struggling against fate for life. They drifted down, down with the current. Every minute brought them closer to death in the Whirlpool Rapids.

In its course down the river the floe remained as one for a time; in the meantime young Heacock became separated from Mr. and Mrs. Stanton, and as fate would have it, the floe split, leaving Heacock on one section, and Mr. and Mrs. Stanton on the other.

The population on both sides of the river were notified of the tragedy being enacted in the Gorge. The fire departments were soon on the scene with ropes and other paraphernalia, but could do nothing other than drop lines from the Cantilever and lower steel arch bridges.

Heacock, who was coming down the stream ahead of the man and woman, was attracted by the cries of the men on the bridge. He saw the rope dangling before him and he nerved himself for a supreme effort.

The rope came near, he grasped it and a moment later swung into the air. The crowd cheered. The men above began to draw him up through the 160 feet of space. Heacock had had no time to make the line fast to his body. He was clinging with his hands alone. When he had been drawn up about half the distance his strength gave out and he let go. A moment later the ice floe turned over and he disappeared.

Mr. and Mrs. Stanton went to their doom with a prayer on their lips. The man's courage was sublime. When he realized that all hope was gone he took off his coat, wrapped it about the woman, and together they knelt on the ice in an attitude of prayer, the man with his arms about his wife. And thus when the first breaker of the rapids turned their frail ice raft over and they plunged into the icy current. Many a prayer went up from the silent groups on the shores in unison with that uttered by the dying couple, and hundreds turned their faces away when the ice floe reached the breakers.

INDUSTRIAL NIAGARA

Industrial Niagara is as well known throughout the world today as is scenic Niagara. The city continues the mecca of thousands each year, though today many come as home seekers and investors whereas, in the years before man turned the mighty stream to his economic uses, they came to see nature's chiefest spectacle and to marvel at God's handiwork. When man came to realize the wonderful gift of nature and to calculate the pent up energies of the Niagara he set about the task of devising means for utilizing this power. And when this problem was solved the city of Niagara Falls began to grow into what it is today—the foremost locality, in many respects, along the Niagara frontier.

Industrial Niagara was made possible because there existed a scenic Niagara. At no other location in the world was there offered the advantages for the hydro-electric development that has been realized here.

Competent engineers have placed the work potential of the Falls at about 5,000,000 horse-power. This, it has been pointed out, would be equivalent to the labor of 15,000,000 strong draft horses working eight hours a day, or to the labor of 150,000,000 men.

The volume of the Falls, though enormous, is by no means inexhaustible. On the contrary, the danger of injury to the Falls through the withdrawal of water is very real. Since May, 1910, diversion of water for power purposes has been limited by treaty between Great Britain and the United States.

The following definite data on the Niagara hydro-electric development will be of interest to every visitor:

Beginning of development of power now in use—1853.

First use of power through development—1873.

First electrical power delivered in quantity Aug. 24, 1895.

First user of electrical energy—Aluminum Company of America, then known as the Pittsburgh Reduction Company.

Present Power Developed

Niagara Falls Power Co. (American side):

Niagara Plant, Cap., 100,000 h.p.	Generating, 90,000 h.p.
Hydraulic Plant, Cap., 242,500 h.p.	Generating, 242,500 h.p.

Total 342,500 h.p.

332,500 h.p.

Canadian-Niagara Power Co. (Canadian side) Capacity, 100,000 h.p.; generating, 100,000 h.p.

Ontario Power Co. (Canadian side) Capacity, 200,000 h.p.; generating, 200,000 h.p.

Toronto Power Co. (Canadian side) Capacity 145,000 h.p.; generating, 125,000 h.p.

Grand total, 757,500 h.p.

Treaty limitations of water diversion:

Dominion of Canada—36,000 cubic feet per second.

United States—20,000 cubic feet per second.

Possibilities for future developments:

Estimated total power of river at Niagara....5,800,000

Estimated possible power development (without impairing natural beauty)2,500,000

There is no appreciable diminution of the flow of the river as a result of the diversion.

This tremendous energy is equivalent to over 16,000,000 tons of coal annually.

It is now proposed that the Treaty be modified so as to permit diversion for power purposes in the lower river. This would not affect the scenic beauty of the Falls nor the Rapids, and therefore a great amount of electrical energy might be developed from the river in the Gorge, as United States engineers have estimated that 40,000 second feet could be taken from the lower river without affecting the Rapids, that with 40,000 second feet over 300,000 electric horsepowers could be developed.

FIRST ELECTRICAL POWER

There are three plants developing power from Horseshoe Falls and two plants developing power from the American Falls.

Electric current is sold by the horse power and also by measure of kilowatt hour. The volt is the unit of electrical pressure. The ampere is the unit of electrical current. A volt multiplied by an ampere is a watt. The watt is the unit of electrical power. 1,000 watts makes a kilowatt (1 1-3 h.p.). Seven hundred and forty-six watts make one horsepower.

The effect of power development in Niagara Falls has been the chief cause of the increase in the population from 10,000 in 1890 to 19,457 in 1900 and 30,445 in 1910 and 50,760 in 1920.

ELECTROCHEMICAL INDUSTRY

Because of the abundance of electrical power here, a prime essential in the operation of the electric reduction furnace, Niagara Falls has become the center of the electrochemical industry of the world. This industry is another of the things which combine to give the city its distinctive character among the municipalities of the world.

Among the electrochemical products of the city that may be enumerated in a general way are: Ferro alloys, abrasives, chlorine and alkalies, electrodes, calcium carbide, phosphorous, sodium, sodium peroxide and cyanide, potassium and sodium chloride and aluminum.

During the war the great importance of these products was realized to such a degree that the government took over the operation of most of the concerns producing them to guarantee a steady supply to the government of the chief essentials in the prosecution of modern warfare.

BANKS.

Bank of Niagara, Falls and Second Streets. Resources, \$4,306,737.58. George J. Howard, President; DeLancey Rankine, Vice-President; James C. Moakler, Cashier; John W. Brophy, Assistant Cashier.

Niagara County Savings Bank. Resources, \$3,926,212.76. C. M. Young, President; Joseph E. Montague, 1st Vice-President; Henry Hubbs, 2nd Vice-President; James T. Low, Secretary; John P. Dolan, Treasurer.

Niagara Falls Trust Co., 45 Falls Street. Resources, \$3,141,008.85. George G. Shepard, President; Alfred W. Gray, Vice-President; C. M. Young, Vice-President; Felix M. Woolworth, Vice-President and Secretary; Harry M. Clark, Assistant Secretary.

Niagara Permanent Savings and Loan Association, 311 Falls St. Resources, \$4,649,050.80. A. E. Rae, President; Joseph C. Gruhler, Vice-President; Fred H. Krull, Secretary-Treasurer.

Power City Bank, 207 Falls St. Resources, \$8,446,683.99. Paul A. Schoellkopf, President; Fred J. Coe, Vice-President; Francis H. Salt, Vice-President; Frank A. Schumacher, Cashier; Edson P. Pfohl and Alexander J. Gow, Assistant Cashiers.

Peoples Bank of Niagara Falls, 1932 Main St. Resources, \$2,840,-572.59. George W. Whitehead, President; Louis S. Silberberg, Vice-President; Henry J. Hiller, Cashier; James E. Rutledge, Assistant Cashier.

Total resources, \$27,310,266.57.

THE CANADIAN SIDE

The Ontario Government has had the foresight to carefully preserve the scenery along the river from lake to lake, making the entire frontier a beautiful strip of parkland, particularly Queen Victoria Park.

The Canadian Reservation, called "Queen Victoria Niagara Falls Park," was opened May 24, 1888. It has an area of 196 acres, but the Commissioners control, in addition, a strip extending along the river from Lake Erie to Lake Ontario.

The Canadian Park, to which admission is free, is reached by crossing the Steel Arch Bridge at the lower end of the New York State Reservation. From the Canadian Park may be obtained a fine view of the entire face of the American and Horseshoe Falls.

Here the tourists may avail themselves of a visit through the scenic tunnel which takes them down an elevator to a depth of over 100 feet to the edge of the Horseshoe Fall where the thundering waters tumble from the heights above; there is a charge of 50 cents, including oilskin clothing and a competent guide. All Niagara Belt Line cars stop at this point which is known as Table Rock. In 1818 an immense rock about 160 feet in length and from 40 to 60 feet wide forming what was really known as Table Rock plunged into the Gorge. In 1828 and 1829 other portions of this rock fell.

Six miles above the Falls, on the Canadian side, was fought the battle of Chippewa, July 5, 1814. On the height west of the Horseshoe Fall, the battle of Lundy's Lane took place, July 25, 1814, and on the ridge seven miles below occurred the battle of Queenston Heights, October 18, 1812.

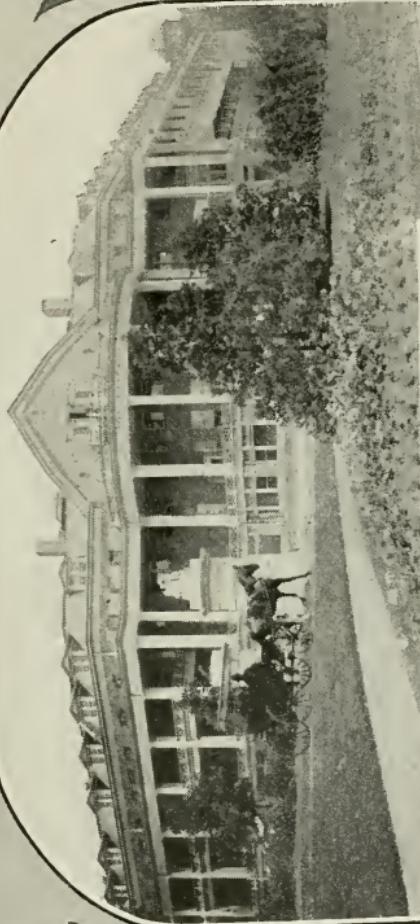
DUFFERIN ISLANDS

The islands were named after Lord Dufferin when Governor General of the Dominion. The Ontario Power Co.'s Plant is located below the cliff near the foot of Horseshoe Fall. The Niagara Falls Hydraulic Power Co. and the Electrical Development Co. are located above the Falls in the Canadian Park. With the exception of the Canadian Plant of the Niagara Falls Power Co., these power plants are now under the control and direction of the Ontario Hydro-Electric Commission.

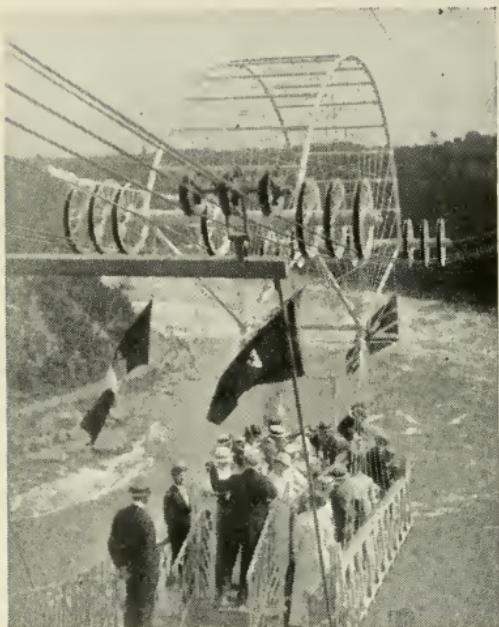
QUEENSTON HEIGHTS

About 7 miles north of the Falls on the Canadian side opposite the Lewiston mountains on the American side are Queenston Heights where the Ontario Government created a beautiful park. From this elevation one may enjoy an excellent view of the sur-

CLIFTON HOTEL (NIAGARA FALLS, ONT.)
From its spacious verandas guests obtain the most magnificent direct view of the American and Horseshoe falls. The A.-B.-C Commission of South American diplomats held their conferences on the Mexican situation here.



AERIAL SCENIC RAILWAY



Aero Car

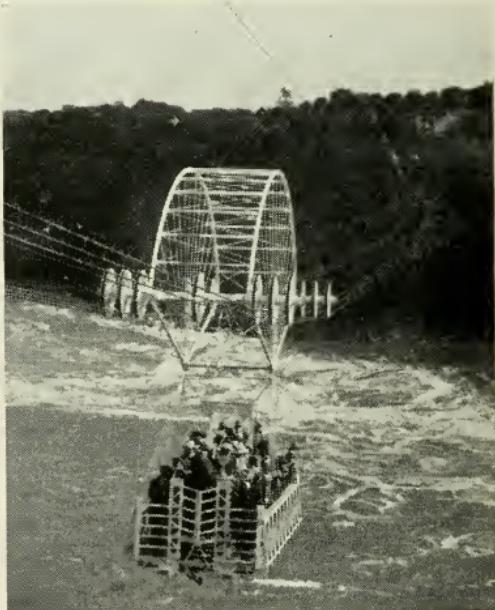
SPANISH AEROCAR

The Aerocar crossing the Whirlpool at a height of 150 feet above the raging waters below. This system is the invention of Torres y Quevado, a Spanish engineer who gained considerable European fame in aeronautics. It is the longest and safest passenger aerial cableway in the world, and has fully met all the severe and stringent tests of the Department of Public Works, Ontario.

Cars of the International Railway and Niagara Belt Line stop at both terminals of the Aerial Cableway, viz., Colt's Point and Thompson's Point, enabling passengers to cross either way by the Aerial Line, resuming their journey at the other side by a later car. Colt's Point Station is the second stop from Bridge Street.

Fare, 50 cents one way, 75c return.

One of the chief attractions of the trip down the Canadian side is the Aerial Scenic Railway spanning the Whirlpool. This is the only scenic railway of its kind in North America, though it has counterparts in the mountains of Spain. This railway was financed by Spanish capital. Although the tramway crosses from side to side over the pocket, both anchorages are on the Canadian side but it was necessary to obtain permission of the New York State and Federal Governments for construction as the International boundary line follows the acute angle of the river at that point.



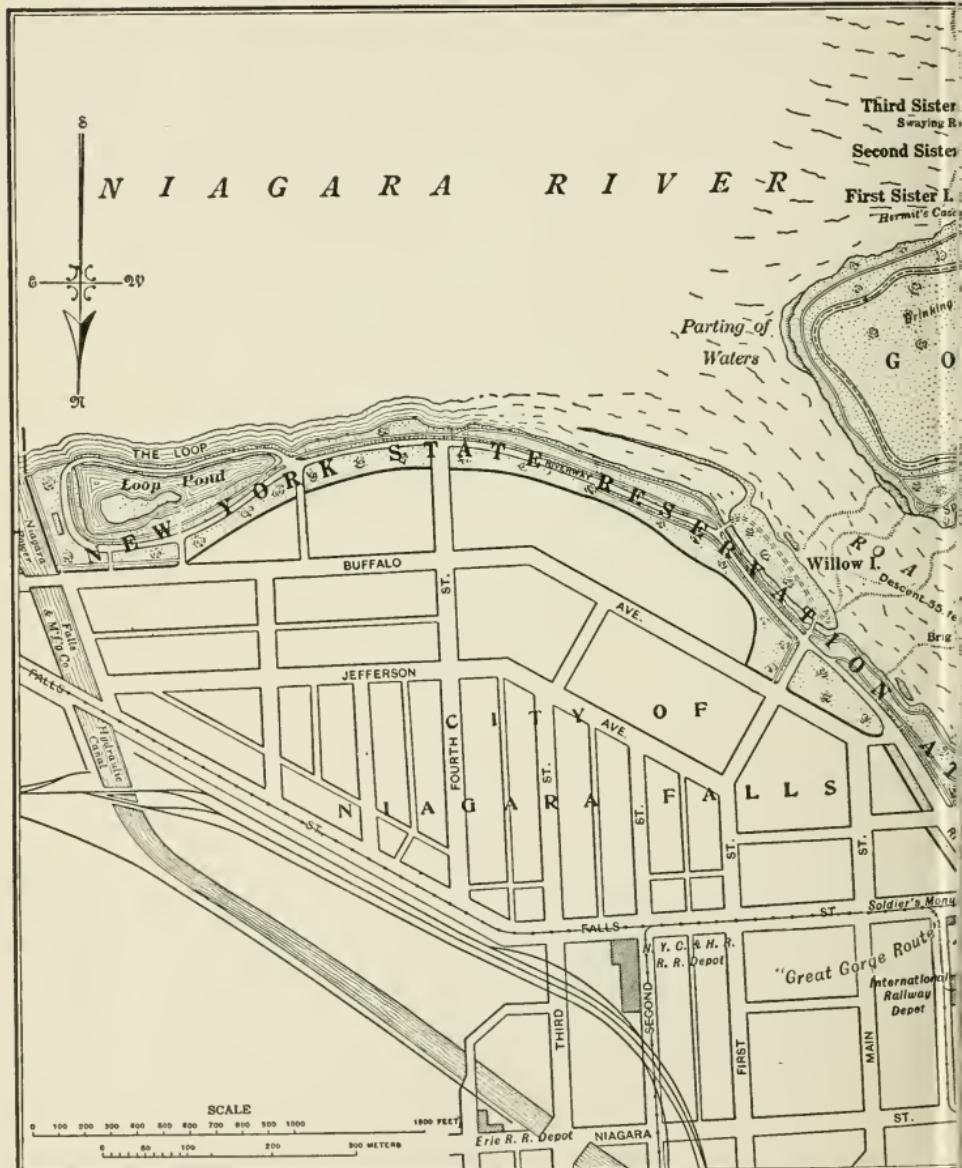
Aero-car directly over the Whirlpool

INDIVIDUAL TRIPS

Visitors, Whose Time is Limited, May Select One or More Trips
Shown in Condensed Form in List Below

Page See	TRIPS	Fare Round Trip	Time
3—1.	View of the Fall, Prospect Park and the Islands—free to the Public.		
19—2.	The Niagara Belt line, the Scenic Trip around the Falls, down Canadian side, returning up American side through the Gorge. (Popularly known as the Gorge Trip)	\$1.08	2 hrs.
19—3.	Niagara Belt Line, including auto sightseeing trip to Prospect Park and around the Islands	\$1.62	3 hrs.
20—4.	Niagara Belt Line, including Fort Niagara and Fort Niagara Beach on Lake Ontario..	\$1.35	3 hrs.
20—5.	Niagara Belt Line, including Chippawa, Ont., above the Canadian Fall	\$1.35	3 hrs.
7—6.	Maid of the Mist steamer trip below the Falls .....	.75	¾ hr.
11—7.	Cave of the Winds, under the Falls	\$1.00	¾ hr.
20—8.	Fort Niagara and Fort Niagara Beach, direct, via Gorge Route .....	.54	2½ hrs.
13—9.	Auto trip to Prospect Park and around the Islands from railway stations .....	.50	1 hr.
42—10.	Sight-seeing in automobiles.		
18—11.	Searchlight, Whirlpool Rapids, via Gorge Route .....	.35	1 hr.
30—12.	Scenic Tunnel, underneath the Fall (Canadian side) .....	.50	1 hr.
32—13.	Spanish Aero-car trip across the Whirlpool. Canadian Side— Trip starts at Whirlpool, one way .....	.50	10 min.
	On route of Niagara Belt Line, round trip .....	.75	20 min.
55—14.	Toronto, Ont., via "Great Gorge Route (electric) to Lewiston, N. Y., and Canada Steamship Lines' steamers: One Way	\$1.94	3¾ hrs.
	Round Trip (30 days)	\$3.51	
	Round Trip (2 days)	\$2.97	
57—15.	Toronto, Ont., via International Railway (electric) to Queenston, Ont., and Canada Steamship Lines' steamers: One Way	\$1.94	4 hrs.
	Round Trip (30 days)	\$3.51	
	Round Trip (2 days)	\$2.97	
57—16.	Toronto, Ont., via New York Central R. R. to Lewiston, N. Y., and Canada Steamship Lines' steamers: One Way	\$1.94	3¾ hrs.
	Round Trip (30 days)	\$3.51	
57—17.	Toronto, Ont., via Niagara St. Catharines & Toronto Railway (electric) to Port Dalhousie, Ont., and steamer Port Dalhousie: One Way	\$1.94	4½ hrs.
	Round Trip	\$3.27	

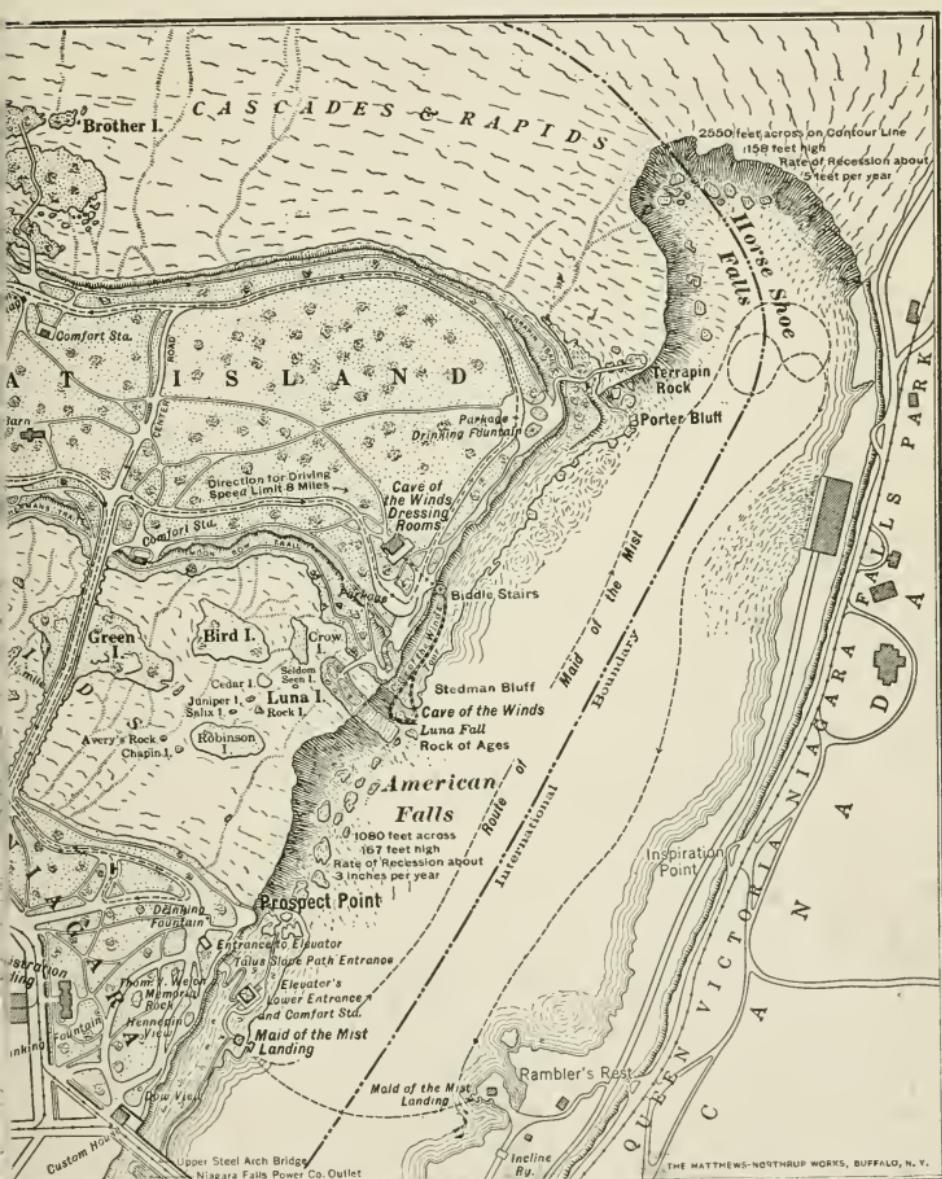
56—18.	Treasure's sight-seeing tours to Toronto via "Great Gorge Route" and C. S. S. Lines' steamers, including the sight-seeing auto trip in Toronto and dinner at the Carls-Rite. The popular tour.	\$5.25	11 hrs.
58—19.	In Toronto be sure and take the Provincial motor sight-seeing trip around the city ...	\$1.00	1½ hrs.
62—20.	Buffalo, N. Y., via International Railway High Speed Line (electric):		
	One Way .....	.65	1 hr.
	Round Trip	\$1.30	
62—21.	Buffalo, N. Y., via New York Central R. R.:		
	One Way .....	.71	50 min.
	Round Trip	\$1.42	



NEW YORK STATE RE

CANADIAN PACIFIC RAILWAY TRAINS.

Visitors to Niagara Falls who contemplate visiting Toronto, Ottawa, Montreal or Quebec, will find a very satisfactory train service in operation from the New York Central Station at Niagara Falls, departing at 8:00 A. M., 1:20 P. M., and 5:30 P.M. daily, connecting at Welland with through train from Buffalo to Toronto, where connection is made in the Union Station with numerous excellent trains in operation via the Canadian Pacific Railway for all important Cities and Summer Resort points in Canada.





THE STEAMER "



OF THE MIST"

(Copyright, A. G. Landreth)

NIAGARA IN HISTORY

1535 Jacques Cartier made his second trip up the St. Lawrence.

1604 First allusion in literature (Champlain's "Des Sauvages") to a Cataract which was apparently Niagara.

1615 First known (or probable) visit of white man in the Niagara region—that of Champlain's interpreter, Brule.

1626 Franciscan Priest Joseph de la Roche Dallion performed missionary work among the Neutrals.

1627 First missionary in the Niagara region—the Recollect priest, Dallion.

1640 Missions were conducted by Jesuit Fathers Bretheuf and Chauumont among the Indians, which proves that the Jesuits were familiar with the great river prior to the date mentioned.

1643 Neuter Nation join the Iroquois against the Hurons.

1669 France takes possession of the Niagara and Lake Erie region. First visit of La Salle to the mouth of the river.

1678 Father Hennepin on the Niagara; later (1683) published the first eye-witness description of the Falls.

1679 La Salle builds the Griffon above the Falls—the first white man's vessel on the Upper Lakes.

1726 Fort Niagara built. It still stands.

1759 Fort Niagara, N. Y., and Fort Mississauqa, Canada, captured by the British, Sir Wm. Johnson.

1763 Massacre at Devil's Hole.

1783 England relinquished all claim of the Niagara region.

1795 First newspaper published in the Province of Ontario. Niagara Belt Line cars pass the remaining walls in Queenston, Ont.

1796 Fort Niagara and eastern side of the river surrendered to the U. S.

1805 Lewiston, N. Y., named in honor of Governor Lewis of New York.

1805 The Messrs. Porter and others acquire title to land at the Falls. Beginnings of present city.

1808 Colonel Schlosser died at Fort Schlosser.

1810 The Independence, laden with salt, sunk, crossing to Chippawa. Two of the crew and the captain went over the Falls.

1812 Battle of Queenston, in which Gen. Brock was killed.

1813 Americans captured Fort George (Canada) in May.

1813 Oct. 13th. Lewiston-Queenston battle. Americans crossed the river and won the battle. Gen. Brock and Col. McDonald of the British army were killed.

1813 The British recaptured Fort George (Canada) in December.

1813 British capture Fort Niagara and all points on east side of river, destroying Niagara Falls (then called Manchester) village; and Buffalo, Dec. 30-31.

1814 Battles of Chippawa, July 5; and Lundy's Lane (Niagara Falls, Ont.), July 25.

1814 The Americans captured Fort Erie, July 3rd.

1814 The Americans defeated the British at Chippawa (Canada), July 5th.

1815 Senecas cede Goat Island to U. S.

1816 The treaty of Ghent conceded the Islands in Niagara River belonged to the U. S. A.

1819 Boundary commissioners for U. S. and Canada ran the international line up the Niagara through apex of Horseshoe Fall.

1821 Driven down the current in a scow, two men were dashed over the Falls.

1825 Gen. Lafayette visits Niagara Falls.

1825 Three individual canoes with a man in each went over the Falls.

1826 William Morgan, for alleged exposure of Masonic secrets, abducted; taken to Fort Niagara, Sept. 16; never seen afterwards.

1829 Ship Michigan, condemned as unseaworthy w/ a bear and other animals on board, sent over Horseshoe, Sept. 8.

1829 Sam Patch jumped from ladder, foot of Goat Island 118 feet into the Niagara.

1834 Cave of the Winds first entered and explored, July 15, by George W. Sims and B. H. White.

1840 The first suspension bridge over the chasm was built by Chas. Ellet.

1841 Two men in a sand scow were caught in the current and met their doom.

1846 First Maid of the Mist made trips between the Falls and the eddy above the old Suspension Bridge.

1848 A mother allowing her young boy and girl to play in a skiff on shore suddenly broke anchor and drifted; the girl was rescued by her mother who waded in the water but the boy, who bravely remained in the skiff, holding tightly to the sides, went to his death.

1848 Falls ran dry.

1850 Fall of Table Rock, June 25,

1851 First bridge across the Niagara, at Lewiston; destroyed by gale 1864.

1852 First railway suspension bridge was built by Mr. John A. Roebling. First locomotive crossed on March, 1, 1855.

1853 Remains of Gen. Brock and Lt. Col. John McDonnell reburied, Oct. 13, on Queenston Heights in vault of present Roman column, 190 feet high.

1853-8 Original power canal constructed from river above Niagara Falls town, to gorge below; enlarged 1892.

1854 The second Maid of the Mist built and put in operation below the Falls.

1857 On July 4th, first steamer landed within the limits of the Village of Niagara.

1858 J. A. Roebling builds first suspension bridge at Niagara Falls; replaced by lower steel arch bridge.

1859 M. Blondin, the greatest of equilibrists, crossed Niagara Gorge on a tight rope, performing numerous stunts, such as carrying a man on his back and pushing a loaded wheel barrow across; May 30th and Aug. 14th; also Sept. 8th, 1860.

1860 Blondin crosses Niagara gorge on a rope, carrying a man on his back. The Prince of Wales among the spectators.

1860 Small monument marking place where Brock fell, near foot of Queenston hill, unveiled by Albert Edward, Prince of Wales, Sept. 18.

1861 June 6th, Joel Robinson with MacIntyre and Jones made the famous trip through the Whirlpool Rapids in the steamer "Maid of the Mist," which was mortgaged and libeled and to escape seizure, he decided on the perilous trip which was successful.

1869 Upper suspension bridge built, for foot and carriage traffic only; destroyed by storm, 1889.

1873 Signor Balleni performed feats on a tight rope from the old Clifton House (Canadian side).

1875 So-called ice bridge formed on May 6th and 7th was crossed on May 8th and broke up on May 14th.

1876 A woman, Maria Spelterina, crossed the gorge on a rope.

1878 First official steps taken which led to establishment of Queen Victoria Park (Can.), and N. Y. State Reservation.

1883 Capt. Matthew Webb who had won fame in Europe, started out July 24th in a brave but foolhardy attempt to swim the mighty Whirlpool Rapids in which he failed, and three days later his body was found in the river near Lewiston, N. Y.

1883 Steel cantilever bridge of Michigan Central R. R. built.

1883 Niagara Falls citizens purchased a small boat and fitted it up to represent the "Maid of the Mist" and sent it safely through the Rapids in Sept. Effigies were the only passengers.

1884 N. Y. State pays \$1,433,429.50 for Prospect Park, Goat Island and other lands now included in the State Reservation.

1885 Gov. David B. Hill, April 30, signed the bill creating the N. Y. State Reservation at Niagara Falls. Park opened to public, July 15.

1886 Carile D. Graham, a Philadelphia cooper, made his first trip through the Whirlpool Rapids in a barrel of his own construction. July 11th; 2nd trip, Aug. 9th; 3rd trip, June 15th, 1887, and last trip Aug. 25th, 1889.

1886 W. J. Kendall went through the Rapids Aug. 22nd. A life preserver being his protection. It is believed he made the trip in safety, according to eye witnesses.

1887 Steve Peere crossed the Gorge June 22nd on a 6-8 inch cable. June 25th he was found dead underneath his cable. It is assumed that he probably made an attempt to cross during the night.

1895 Upper steel arch bridge built, replacing suspension bridge, destroyed 1889, 1240 ft. long; 46 ft. wide, 192 ft. high; length of arch, 840 ft. Opened to traffic, July, 1893.

1897 Lower steel arch bridge (railway, carriage and foot traffic) built, to replace old suspension bridge of 1858, which gave name to the town, now "North End" of Niagara Falls City.

1899 Lewiston-Queenston suspension bridge built, replacing bridge destroyed 1864; 840 ft. long; 29 ft. wide; 60 ft. high. Opened to traffic, July, 1899.

1900 Peter Nissen of Chicago, known as "Bowser," made a successful trip through the Rapids in his own boat which he christened "The Fool Killer," July 12th.

1910 Capt. Claus Larsen navigated the Whirlpool and rapids in a motor boat; a second trip, Oct. 21, 1911, was also successfully made.

1912 Feb. 4th, Mr. and Mrs. Eldridge Stanton of Toronto and Burrell Heacock of Cleveland lost their lives when the ice bridge broke away from both shores and carried the victims through the Whirlpool Rapids.

1914 International Peace Conference, in behalf of Mexico, held at Clifton Hotel, Niagara Falls, Ont., May-June.

GREAT LAKES CRUISE

"Finest In the World"

Via

GREAT LAKES TRANSIT CORPORATION

Steel Steamers "Octorara", "Juniata", "Tlonesta"

BUFFALO TO DULUTH

The Cruise that combines a vacation and an education.
Orchestra—Dancing.

This season's schedule has been especially arranged to provide a daylight cruise, Buffalo to Cleveland, Detroit River, St. Clair Flats (The Venice of America), Lake St. Clair, Soo River, the wonderful Locks at Sault Ste. Marie and "The Copper Country of America."

Meals and berth included in fare. Steamers leave Buffalo every three days at 10:30 A.M., eastern time.

Tickets and reservations at

General Office—630 Marine Trust Bldg.,

J. F. Condon, General Passenger Agent, Buffalo, N. Y.

THE HOME OF THE SHREDDED WHEAT.

One might as well see Rome without seeing St. Peter's as to see Niagara Falls, without visiting "The Home of Shredded Wheat." The spectacle of one hundred thousand persons going through a factory every year "to see the wheels go 'round" is something so unusual as to call for more than passing notice. There is nothing like it in this or any other country. The building is located on Buffalo avenue in the heart of the best residence district of Niagara Falls, away from the smoke and dirt of factories and railroads. Its ornate and dignified architecture gives it the appearance of a fine institution of learning, rather than a factory. Thirty thousand panes of glass let in the sunlight, which floods every nook and corner with its cleansing rays. There are large reception, writing and reading rooms for guests. After registering the visitor joins one of the parties in charge of a competent guide who pilots them through this interesting plant.

SEE NIAGARA'S GREAT WALL PAPER MILLS.

Persons visiting Niagara Falls and viewing the great cataracts and power houses are bewildered as they gaze upon the tumultuous waters dashing over the brink to the river far below, and on seeing the huge turbines operated by water power, developing thousands of horse-power of electrical energy which makes lights g'ow and motors hum in cities hundreds of miles away.

While in Niagara Falls see also the application of Niagara electric power by going through the plants of the Niagara Wall Paper Company. While wall paper is essentially used in almost every home, few are familiar with the processes by which standing trees from the forests are manufactured into beautifully designed and colored wall paper.

To leave Niagara Falls without availing yourself of the opportunity to take this educative, interesting trip through this great wall paper mill is to forego a treat indeed.

Guides are furnished to direct you through the factory and explain the various processes employed. Each visitor receives a very interesting booklet, "Things to Keep in Mind When Buying Wall Paper."

Cars of the Niagara Gorge Railway stop at the door.

Visitors are invited. No charge made.

THE SPIRELLA COMPANY, INC.

This is of particular interest to ladies inasmuch as the World's Best Corset is manufactured here. Fashion and medical science have set their seals of approval upon Spirella, bestowing upon the Spirella Corset medals, grand prizes, diplomas, certificates—the highest honors possible.

Rome and Genoa, Italy, awarded Spirella Corsets the Grand Prize and Gold Medal; Milan, Italy, the Cross of Honor; Brussels, Belgium, Grand Prize; Barcelona, Spain, Grand Prize and Gold Medal. The Institute of Hygiene of London, England, composed of the greatest medical men of the United Kingdom, has granted the Spirella Corset its certificate for each successive years since 1911. The International Institute of Hygiene at Paris, France, granted Spirella Corsets the Palms d' Or, the "blue riband" of the medical world. This was the first time this honor had been bestowed upon any corset.

The management extends to all an invitation to visit the home of Spirella, and witness a free demonstration of the famous Spirella Stay and the famous Spirella Corset—the corset for Health, Comfort, Style, and Durability. Trained Corsetiers in attendance. Take Main Street Car to the north end of the line, cross the railroad tracks, and you are there. It will be worth the trip. Guides through factory free.

CUSTOMS HOUSE.

Fort of Niagara, U. S., Thomas M. Hennessy, Deputy Collector in charge, Post Office Building, Main street and Walnut avenue.

Automobiles Entering Canada—It is well to have a State License card or invoice of purchase, or other evidence of ownership. Secure from the U. S. Custom Officer at point of entry, import certificate and be sure to deliver same to U. S. Custom Officer at point of exit. This applies to thirty-day stay or under. If tour requires more than 30 days, it will be necessary to bond the car. Bonding agencies are to be found at all points of entry.

Department of Labor Immigration Service, William Baldwin, Inspector in charge, Immigration Bidg., Niagara Falls, N. Y.

CHAMBER OF COMMERCE.

Organized February 20, 1918, membership 1550. Permanent headquarters, Masonic Temple, Fourth and Main streets; dining room and club rooms; community center for public meetings. George G. Shepard, Pres.; W. W. Kincaid, L. S. Silberberg and George W. Whitehead, Vice-Pres.; A. E. Rae, Treas.; R. D. House, Acting Secy.

CITY GOVERNMENT.

Mayor—M. M. Thompson, city office, Gluck building, Second and Falls Sts.

City Manager—E. J. Fort, city office, Gluck building, Second and Falls Sts.

City Auditor—City Clerk—George J. Rickert, Gluck building.

Deputy City Clerk—John E. Bellinger.

Councilmen—Adin B. Chase, 4230 Main St.; William H. Gillett, 913 McKoon Ave.; Frank A. Jenss, 1129 Niagara Ave.; George R. Rayner, 105 Jefferson Ave.

City Engineer—Wm. B. Bennett, Convention Hall.

City Treasurer—Frank H. Zeiger, Gluck building.

Supt. Public Service—Chas. T. Shepard, Convention Hall.

Purchasing Agent—J. R. Perry, Gluck building.

Health Officer—Walter A. Scott, M. D., 610 Pine Avenue.

Supt. of Police—John A. Curry, Police Headquarters, Second and Niagara Sts.

Chief Fire Dept.—Otto F. Utz, Fire Headquarters, Second and Niagara Sts.

Police Justice—Chas. H. Piper, Police Headquarters, Second and Niagara Sts.

City Judge—C. E. Tucker, 903 Niagara Ave.

Justice of the Peace—J. V. Banks, 249 Second St.

CITY ORDINANCE.

The following must be posted in plain view of passengers at all times, together with driver's number and automobile or carriage license number.

RATES OF FARE ALLOWED BY ORDINANCE.

For the Use and Hire of this Carriage where no Express Contract is Made. Ordinance of the City of Niagara Falls, N. Y., passed May 22, 1916.

Sec. 11. No driver of any licensed carriage shall demand or receive of any person, unless there be an express contract between the parties, any more fare than is established by the following rates: For carrying one passenger and ordinary baggage from any point within the city limits to any point therein, not exceeding

one mile \$.50

For each additional passenger and ordinary baggage \$.25

For carrying one passenger and ordinary baggage from any point within the city limits to any other point therein more than one mile and not exceeding two miles \$ 1.00

For each additional passenger and ordinary baggage \$.50

For carrying one passenger and ordinary baggage from any point within the city limits to any other point therein more than two miles and not exceeding three miles 1.50

For each additional passenger and ordinary baggage \$.75

For carrying passengers any distance more than three miles, for two-horse carriages, \$2.00 for the first hour and \$1.50 for each additional hour; for one-horse carriage, \$1.50 for the first hour and \$1.00 for each additional hour.

Any person who shall violate this Ordinance shall be liable to pay a penalty not to exceed fifty dollars for each offense and is also liable to have his license revoked by the City Manager.

Sec. 12. Ordinary baggage is defined to be one trunk and one hand bag or other small parcel.

For the Use and Hire of this Automobile where no Express Contract is made therefor. Ordinance of the City of Niagara Falls, N. Y.

Sec. 15. No driver of any automobile licensed by the Common Council of this City shall demand or receive of any person, unless there be an express contract between the parties, any more fare than is established by the following rates:

For carrying one passenger and ordinary baggage from any point, within the city limits to any other point therein, not exceeding one mile	\$1.00
For each additional passenger and ordinary baggage.....	\$.50
For carrying one passenger and ordinary baggage from any point within the city limits to any other point therein more than one mile and not exceeding two miles.....	\$2.00
For each additional passenger and ordinary baggage.....	\$1.00
For carrying one passenger and ordinary baggage from any point therein more than two miles and not exceeding three miles.	\$3.00
For each additional passenger and ordinary baggage.....	\$2.00
For carrying passengers any distance more than three miles, three dollars per hour.	

Any person who shall violate this Ordinance shall be liable to pay a penalty not to exceed twenty-five dollars for each offense.

Sec. 16. Ordinary baggage is defined to be one trunk and one bag or handbox or other small parcel.

CLUBS AND OTHER ORGANIZATIONS.

Eagles—Aerie No. 88, Eagles' Temple, Ashland Ave. and Main St. Club rooms open from noon to midnight daily. Visiting members and friends welcome.

Elks—Lodge No. 346, 127 Main St. Club rooms open from 9 a.m. to 1.00 a.m. Visiting members and friends welcome.

Falcon (Polish)—1309 East Falls St.

Kiawanis—Meets every Thursday noon at Chamber of Commerce.

.. **Knights of Columbus Club**—2010 Main St. Visiting members always welcome.

Masons—Niagara Frontier Lodge, No. 132; Niagara River Lodge, No. 785; Niagara Chapter No. 200, R.A.M.; Niagara Commandery No. 64, K.T.; Niagara Lodge of Perfection, A.A.S.R.

Moose—Crick Block, Falls and Third Sts. Visiting members welcome.

Niagara—124 Buffalo Ave. For members only.

Niagara Falls Country Club.

Ongiara—Whirlpool and Cleveland Ave. Club rooms open from 8 a.m. to 1.00 a.m. Visitors welcome with members.

University—421 Buffalo Ave.

COLLEGES

Bettinger Business Institute, 906 Niagara avenue.

Niagara Business Institute, 29 Falls St.

Niagara University (Catholic). Main street at city line. Very Rev. Wm. F. Likly, C. M., Pres.; Rev. John J. O'Bryne, C.M., Secy.

Sanderson, F. R., 428 Gluck building.

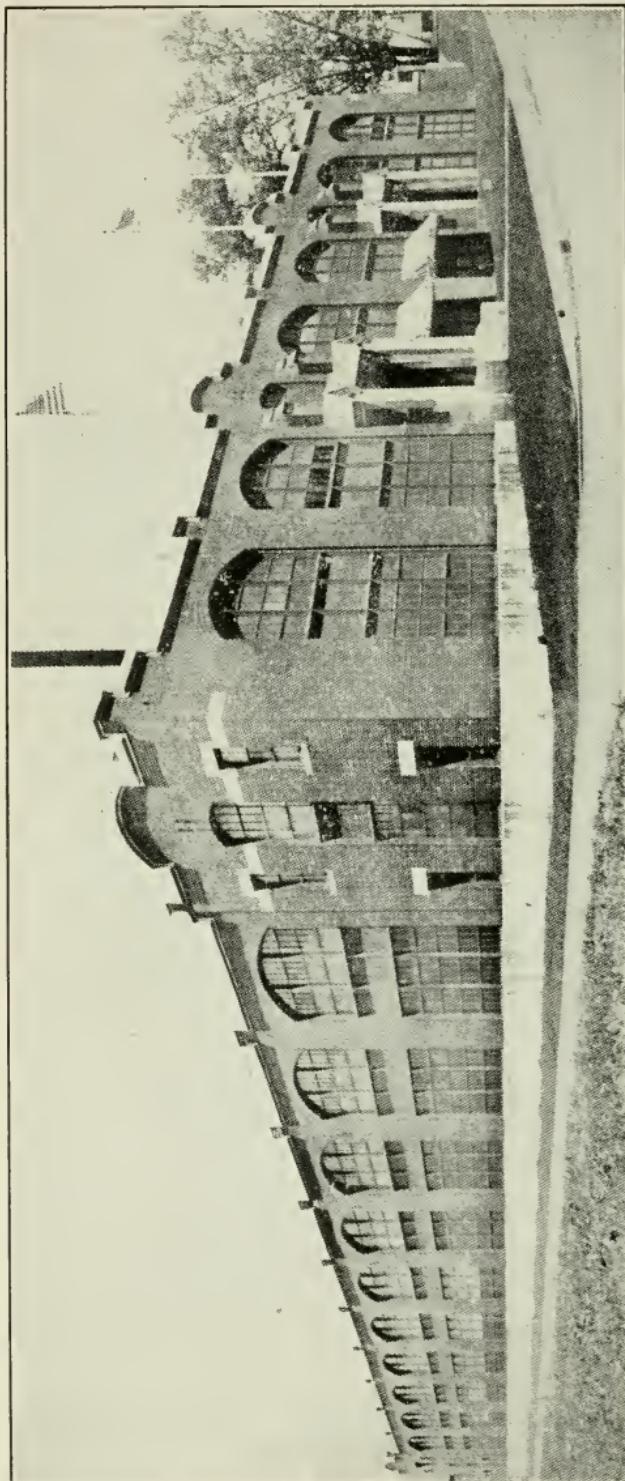
MILITARY SCHOOL

De Veaux School, military school for boys, Main St. at Whirlpool grounds. Rev. Wm. S. Barrows, Head Master.

De Veaux School.

STELLA NIAGARA

If it were for beauty of location alone, the Seminary of Our Lady of the Sacred Heart, Stella Niagara, N. Y., would attract pupils to this imposing educational building erected upon one of the finest sites along the Niagara River. And in addition to the beautiful outlook that brings under focus many bends of the lovely curving river, a glimpse of Lake Ontario and the most charming part of the Canadian frontier, there is the beautiful, peaceful country lying back of the seminary. From this wide sweep of farm-land inhale with every breath life-giving air, fresh and sweet. No more delightful, picturesque location is enjoyed by any educational institution in the United States, be the spot where it may.



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- COMFORT* —Flexible Support through the Resilient Spirella Stay.
- STYLE* —Designed to every type of figure—Slender, Medium and Stout—bringing out most pleasing figure lines.
- ECONOMY* —Best corset value for the money.

DURABILITY—Spirella Stay guaranteed against rust or breakage for one year or NEW CORSET FREE.

Come to the Spirella Daylight Factory for a FREE DEMONSTRATION of the Famous Resilient, Flexible, Supporting Spirella Stay and the Famous Spirella Corset—the Corset upon which both Fashion and Medical Science have set their seals of approval. You are welcome. Guides Free.

FOREIGN FACTORIES:

The Spirella Company of Canada, Limited,
Niagara Falls, Ontario, Canada.
The Spirella Company of Great Britain, Limited,
Letchworth (Garden City), England.
Korsetfabriken Spirella,
Malmö, Sweden.

THE SPIRELLA COMPANY Inc.

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One block from end of Main Street
Car Line. Phone 1410.

Stella Niagara Seminary, boarding school for young ladies, maintains the following departments of study, each offering thorough and comprehensive courses: Academic, elementary, commercial, music, art and science. The great stone building, a triumph in modern architecture, both in beauty of design and utility of plan, is furnished



STELLA NIAGARA.

with up-to-date school equipment befitting each department, while the residential section of the building, the living quarters of the pupils is correspondingly comfortable and pleasant.

Stella Niagara Juvenile is also conducted at the seminary for boys under twelve years of age. "Stella Niagara," as the institution is generally known, is in charge of the Sisters of St. Francis.

EDUCATIONAL DEPARTMENT.

Board of Education—N. F. Maddever, A. L. Chapin, George Wick-
er, Herman I. Arnson, Alfred W. Gray, Fred Cathcart, George J.
Colpoys, Mrs. Spencer B. Parker, Peter F. Jenss.

EXPRESS COMPANIES.

American Railway Express, 328 Second Street, S. W. Glasz, Agent.

American Railway, and Canadian Express Companies; A. L. Con-
fer, Agent. Office, West End New York Central R. R. Station, Sus-
pension Bridge, N. Y.

FIRE DEPARTMENT

Headquarters, City building, corner Niagara and Second streets.
Otto F. Utz, Chief.

Fire Alarm and Signal Boxes.

How to send in an alarm: Go to the nearest box to the fire, break the glass over the key, turn the key and open the door of the box, pull down once the lever inside and let go. Do not touch it after that. Do not leave the box until the department arrives, so as to direct them to the fire. By telephoning to Fire Headquarters the proper box will be rung with the transmitter for a fire in any part of the city.

One stroke of bell, return signal, fire out.

Two strokes of bell, followed by box number, second alarm.

Three strokes of bell, followed by box number, third or general alarm.

HOSPITALS.

Free Tuberculosis Dispensary, 598 Pine avenue.

Mount St. Mary's Sixth street, corner Ferry avenue. Visiting hours, 2 to 4 and 7 to 8.30 p.m. Under the management of the Sisters of St. Francis. Sister Mary Cherubim, Supt.

Niagara Falls Memorial, Eleventh street, near Pine avenue. Walter McCulloh, Pres.; Frederick Chormann, Secy.; Edson P. Pfohl, Treas.; Miss Florence A. Manley, Supt., and Wm. B. Lynch, Business Manager.

Niagara Falls Municipal Hospital, Porter avenue, near Sugar street, Dr. Walter A. Scott, Health Officer; Miss Charlotte Powers, Supt.

POLICE DEPARTMENT.

Headquarters (Station No. 1) City Building, corner Niagara and Second Streets

Station No. 2, Niagara avenue.

Station No. 3, Eleventh street.

Patrol Wagon Station, Headquarters.

Superintendent, John A. Curry.

Police Matron, Mrs. Thomas Bradley.

Police Woman, Minnie A. Randolph.

Police Court, at Police Headquarters, Judge, Chas. H. Piper.

City Court, Niagara avenue and Main street, Judge, Carl Tucker.

POST OFFICE.

Federal Building, Main street, corner Walnut avenue.

Postmaster, Edward T. Williams; Asst. Postmaster, Chas. H. Taylor.

Supt. of Mails, John A. Durnin.

Office Hours—Main Post Office.

General delivery and stamp window:

Daily except Sundays, from 7 a.m. to 9 p.m.

Holidays, 10 a.m. to 11.00 a.m.

Registry Division:

Daily, except Sundays and Holidays, for the reception of mail from 7 a.m. to 9 p.m., for the delivery of mail, from 8.30 a.m. to 6 p.m.

Money Order and Postal Savings Division:

Daily except Sundays and Holidays, for the issuance and payment of both domestic and foreign money orders as well as the transaction of Postal Savings business, 9 a.m. until 6 p.m.

Sub-Stations.

No. 2—G. Lagomaggiore, drug store, 1202 East Falls street.

No. 3—Lee W. Miller, drug store, 1375 Linwood avenue.

No. 4—Walter E. Strong, drug store, 1901 Pine avenue.

PUBLIC LIBRARY

1022 Main St. Bertha M. Cudebec, Librarian. Open from 9 a.m. to 9 p.m.

RAILROADS.

International Ry. (Electric)—Terminal, 321 Riverway.

Grand Trunk Ry.—N. Y. C. Station.

Lehigh Valley R. R.—N. Y. C. Station.

Michigan Central R. R.—N. Y. C. Station.

Niagara Falls Park & River Ry. (Elec.)—(Canadian Branch, International Ry.)

Niagara, St. Catharines & Toronto Ry. (Elec.)—International Ry. Terminal.

Niagara Gorge R. R. (Elec.)—38 West Falls St.

Niagara Junction Ry.—Power House, Buffalo Ave.

New York Central R. R.—Station, Falls and Second streets|
Rome, Watertown & Ogdensburg R. R.—N. Y. C. Station.

West Shore R. R. (N. Y. C. Lessee)—N.Y.C. Station.

RESTAURANTS.

12 Falls street, Thompson's.

22 Falls street, Oak Hotel (The)

Mrs. D. C. Edwards, Cataract Hotel.

316 First street, Watson House.

23 Falls street, Brierly's.

38 Falls street, Hubbard's.

43 Falls street, Hill's.

101 Falls street, Miller-Strong Drug Co. (upstairs)

107 Falls street, Louis'.

213 Main street, Buchner's.

309 Main street, Stratton House, (The)

325 Main street, Billings'.

332 Third street, Barby's.

341 Third street, Mrs. Kath. Murphy.

10 West Falls street, Coffey's.

14 West Falls street, Buffalo Box Lunch.

TELEPHONE EXCHANGE.

New York Telephone Co., Portage Road and Walnut avenue. Commercial office, 233 First street. F. M. Wells, Mgr.

New York Telephone Co. (Federal Division), office 717 Cedar avenue. C. A. James, Mgr.

THEATRES.

Cataract Theater Co., 31 Falls street.

International Theater, opposite Gorge Route office.

Lumberg's, Falls street.

Elite, north Main street.

Orpheum, north Main street.

Y. M. C. A.

321 First street. F. L. Thornberry, General Secretary.

Y. W. C. A.

Fourth and Main streets. Telephone 1656. Information Bureau. Rooms Directory, Cafeteria for men and women, rest room and baths for women, a pleasant home for women away from home.

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STOP AT

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12 FALLS STREET

The Home of Good Things to Eat

Regular Meals—Also a la Carte Service

Moderate Prices

Highly recommended for first class service

JUST LIKE HOME

EDWARD'S TEA ROOM AND RESTAURANT

at the Cataract Hotel

Under the personal management of Mrs. D. C. Edwards, who has catered to the Public for over 25 years

Special attention to large parties. Regular lunches and dinners
—also a la Carte Service—Popular Prices

HOTELS
NIAGARA FALLS, N. Y.

NAME	LOCATION	PROPRIETOR or MANAGER	RATE PER DAY			SEASON
			Cap. | No. P'ple	European Plan	American Plan	
Casa Maria (Ladies only)	239 Fourth St.....	Sisters of Mercy	50	\$1.00 up	\$2.50 up	All Year.
Cataract	102 Main St.....	J. F. McDonald.....	400	1.50 up	.....	June to Sept.
Clifton	Falls & Prospect St.....	R. C. Owen.....	150	1.50 up	.....	All Year.
Converse House	325 First St.....	H. R. Converse	80	1.00 up	.....	All Year.
Edwards, The	342 Prospect St.....	Mrs. D. C. Edwards	150	1.50 up	.....	All Year.
Ennerdale, The	213 Second St.....	J. C. Griswold	40	1.50 up	.....	All Year.
Imperial	Opp. N. Y. C. Sta.	S. A. Greenwood	200	1.50 up	.....	All Year.
Inn, The	223 Second St.....	H. J. Abbott	70	1.50 up	.....	All Year.
Kaltenbach, The	14 Buffalo Ave.....	E. K. Graebe	50	1.50 up	4.50 up	All Year.
Oak, The	22 Falls St.....	C. B. Langworthy	100	1.50 up	.....	All Year.
Phelps House	235 Second St.....	C. R. Phelps	75	1.00 up	.....	All Year.
Prospect House	2nd & Jefferson Ave.....	H. W. Isaacs	150	2.00 up	.....	All Year.
Temperance House	318 Second St.....	W. T. Phelps	450	1.50 up	4.00 up	May to Nov.
Tower	313 Riverway	W. H. Heppler	150	1.00 up	.....	All Year.
Watson House	316 First St.....	Mrs. C. H. Watson	150	1.00 up	2.50 up	All Year.

PRIVATE HOUSES

Mrs. J. H. Forrest ..	347 First St.....	.....	16	\$1.00 up	\$2.00 up	May to Sept.
Mary A. Conway ..	349 First St.....	.....	30	1.00 up	1.50 up	All Year.
Mary Cathcart ..	362 First St.....	.....	20	1.00 up	1.50 up	All Year.
Mrs. E. L. Highland ..	366 First St.....	.....	25	.75 up	.....	All Year.
Mrs. L. F. Houston ..	225 Second St.....	.....	25	1.00 up	.....	All Year.
Mrs. P. J. McCann ..	250 Third St.....	.....	15	1.50 up	.....	All Year.
Mrs. Thos. Lane	252 Third St.....	.....	18	1.50 up	.....	All Year.
Mrs. E. L. Whiteman ..	535 Fourth St.....	.....	20	2.00 up	.....	All Year.
Mrs. C. J. Childs	464 Fifth St.....	.....	25	2.00 up	.....	All Year.
Mrs. G. H. Salt	467 Fifth St.....	.....	8	1.00 up	.....	All Year.

HOTELS—NIAGARA FALLS, ONT.

NAME	LOCATION	PROPRIETOR or MANAGER	RATE PER DAY			SEASON
			Cap. No. P'ple	European Plan	American Plan	
Clifton	Opp. Bridge..... River Road..... Victoria Ave..... 26 Bridge St..... Bridge St.....	I. F. Daly..... Harry Williams .. C. W. Compaigne .. A. R. Cronkhite .. C. R. Newman	400 75 75 60 80	\$2.50 up 1.00 up 2.00 up 2.00 up 1.50 up	..... ..... 3.50 up 3.50 up 3.50 up	May to Sept. All Year. All Year. All Year. All Year.
LaFayette						
Niagara House						
Savoy						
Trennick						

HOTELS—TORONTO, ONT.

NAME	LOCATION	PROPRIETOR or MANAGER	RATE PER DAY			SEASON
			Cap. No. P'ple	European Plan	American Plan	
Carls-Rite	Front & Simcoe Sts..... King & York Sts.....	E. E. Carroll, Pres. John Stewart, Mgr... W. F. Currie	200 86 1.25 up	\$4.00 up	..... ..... 3.00 up	All Year.
Iroquois	King St.....	Geo. H. O'Neil	400	2.00 up	.....	All Year.
King Edward, The ..	King & York Sts.....	S. H. Thompson	250	2.00 up	.....	All Year.
Prince George	Front St.....	McGaw & Winnett ..	250	2.50 up	4.50 up	.....
Queen's, The	York & Front	W. J. Wright	400	2.00 up	.....	All Year.
Walker House						All Year.

HOTELS—MONTREAL, QUE. | Rms. |

NAME	LOCATION	PROPRIETOR or MANAGER	RATE PER DAY			SEASON
			Cap. No. P'ple	European Plan	American Plan	
Freeman's	182 St. James St.....	Chas. L. de Rouville. (Can. Pac. Ry.)	150	2.50 up	.....	All Year.
Place Viger	Craig St.....	A. Allerton, Mgr.. Frk. S. Quick, G. Mgr	115	2.50 up	.....	All Year.
Ritz-Carlton	Sherbrooke St. West...	.....	250	5.00 up	.....	All Year.
St. Lawrence Hall ..	St. James & Craig Sts.. Dominion Square.....	A. J. Higgins .. J. Davidson	167 700	1.50 up 2.50 up	..... .....	All Year. All Year.

HOTELS—QUEBEC, QUE.

NAME	LOCATION	PROPRIETOR or MANAGER	RATE PER DAY			SEASON
			Cap. No. P'ple	European Plan	American Plan	
Chateau-Frontenac ..	Dufferin Terrace..... Garden St., nr. Terrace. 46 Du Palais.....	B. A. Neale, Mgr.. A. W. Begin .. Henri-Fontaine.....	350 100 110	\$2.50 up 2.00 up 4.00 up	..... ..... 4.00 up	All Year.
Clarendon						All Year.
Victoria						All Year.

NIAGARA

"Le Bellus Art"

Wall Papers

*Every Roll
a Work
of Art*

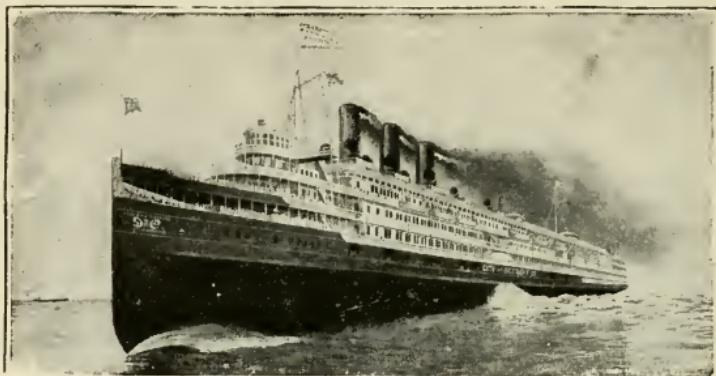


VISITORS to Niagara Falls should go through the plant of the Niagara Wall Paper Company and see how the wood logs are manufactured into rolls of beautifully designed and colored wall paper.

Guides are furnished to take you on this educative, interesting trip through the most modern wall paper plant in the country. Cars of the Niagara Gorge Railroad stop at the door.

Niagara
Wall
Paper
Co.

Niagara
Falls,
N.Y.



Detroit & Cleveland Navigation Company's Steamer.

A GREAT LINE OF STEAMERS

Always it has been a matter of pride with D. & C. officials to equip their boats with the very latest and best appliances known to marine engineering and architecture. No safety device, no matter how insignificant, is overlooked. No item that adds to the comfort of the passenger is neglected.

The latest of the line, the City of Detroit III, is without doubt the most palatial steamer on the lakes. It is representative of the company's ideal to serve the public well.

The City of Detroit III is a splendid example of marine architecture, beauty and science combined. Power and grace are written into her sweeping lines. The waters of all the world boast no side-wheel steamers as large. From stem to stern over all she measures 500 feet, or the length of two city blocks. In beam she is 100 feet wide, or the width of a generous city street. At the stem she has a depth of 29 feet, 3 inches, and at the stern 25 feet, 3 inches.

This great steamer and its sister ship, the City of Cleveland III, the Giants of the Great Lakes, are operated on the Detroit and Buffalo Division, maintaining a fast over-night service between these two important points. **Leave Detroit and Buffalo daily 6:00 P. M.; arrive destination 9:00 A. M. Eastern time.**

Four steamers ply between Detroit and Cleveland, both a day and a night schedule being maintained between the metropolis of Michigan and the metropolis of Ohio. The steamers operating on this division are: the Western States, Eastern States, the City of Detroit II and the City of St. Ignace. **Leave Cleveland and Detroit 11:00 P. M. daily; arrive destination 6:15 A. M. Eastern time.**

On the Mackinac Division, the handsome steel steamers City of Alpena and the City of Mackinac II, maintain three trips per week between Detroit, Mackinac and way ports, during the summer. June 14th to July 1st. Six trips per week, July 1st to Sept. 14th.

A. A. SCHANTZ, President and General Manager.

J. T. McMILLAN, Vice-President.

L. G. LEWIS, General Passenger Agent.

General Office: Detroit, Mich.

CHURCHES

Ashland Ave. Mission—Maud L. Seymour, Superintendent, 1532 Pine Ave.

Associated Bible Students—Branch of I.B.S.A., meets every Sunday 3 and 7.30 p. m. at Gray and Trigg hall, 727 Pine Ave.

BAPTIST.

First Baptist—Main, cor. 4th. Sunday services, 11.00 a. m., 7.30 p. m. S. S. Bible class 9.45 a. m. Young People's meeting 6.30 p. m. Wednesdays, 8 p. m. Rev. Chas. J. McLean, pastor.

CATHOLIC.

Our Lady of the Rosary—22nd St., cor. Welch Ave. Sunday Masses, 8.30 and 10.30 a. m. Evening service 7.30 p. m. Rev. Cornelius F. Killeen, pastor.

Sacred Heart—1160 South Ave. Sunday Masses, 6, 7.30, 9.00, 10.30 a. m. Evening service 7.30 p. m. No evening service during July and August. Week day masses, 6.30 and 7.30 a. m. Evening service, Tuesday and Friday, 7.30 p. m. Rev. James J. Roache, pastor.

St. George's (Lithuanian Church Society)—Cor. Falls and Nineteenth Streets. Sunday Masses, 8.30 a. m., 10.30 a. m. Vespers, 7.30 p. m. Week day Mass, 7.30 a. m. Rev. Leo Voiciekovski, pastor.

St. Mary's of the Cataract—249 Fourth St. Sundays Masses, 6, 7.30, 9.15 and 10.30 a. m. Vespers 7.30 p. m. Sunday school 2.30 p. m. No evening services during July and August. Week-day masses, 7.30 a. m. First Friday and every Tuesday 6 and 7.30 a. m. Rev. Felix Scullin, pastor.

Holy Trinity (Polish)—1347 East Falls St. Sunday Masses, 8, 9.00, 10.30 a. m. Vespers, 3 p. m. Week-day Masses, 7.30 and 8.00 a. m. Rev. Thos. Stabenau, pastor.

Our Lady of Lebanon (Syrian)—327 Eleventh St. Sunday Masses, 8, 10.00 a. m. Benediction, 7.00 p. m. During July and August Masses, 7.00 and 9.00 a. m. Benediction, 7.00 p. m. Week-day Mass, 8.00 a. m. Rev. Benedict Bellana, pastor, O. S. A.

St. Joseph's (Italian)—1413 Pine Ave. Sunday Masses, 6, 7.30, 9.00, 10.00 a. m. Sermons, English, 9.00; Italian, 10.30 a. m.

St. Stanislaus Kostka (Polish)—24th St., cor Welch Ave. Week-day Mass, 8.00 a. m. Rev. Stephen L. Szczepanski, pastor.

POLISH INDEPENDENT.

Polish—Twenty-seventh St., near East Falls St. Father Guzek, pastor.

CHURCH OF GOD.

1926 Tenth St., between Cleveland and South Aves. Sunday service, 7.30 p. m. Bible study, 6.15 p. m. Rev. F. L. Austin, pastor.

CHURCH OF CHRIST.

Niagara Ave., cor. 10th. Sunday services, 11.00 a. m. and 7.30 p. m. Sunday school 9.45 a. m. Rev. Walter S. Hopkins, pastor.

CONGREGATIONAL.

Central Congregational—Portage Road and Ferry Ave. Sunday services, 11.00 a. m. and 7.30 p. m. Wednesdays, 7.30 p. m. Rev. Willard P. Harmon, pastor.

Church of the Pilgrims—Cor. Portage Road and Ferry Ave. Sunday school 9.45 a. m. Sunday services 10.45 a. m. Sundays and Wednesdays 7.45 p. m. Rev. Wm. J. Thompson, pastor.

First Congregational—822 Cleveland Ave. Sunday services, 11.00 a. m. and 7.30 p. m. During July and August no evening service. Rev. Raymond B. Tolbert, pastor.

EPISCOPAL.

Church of the Epiphany—Cor. Main and Lockport Sts. Sunday services 8.00 a. m., 11.00 a. m. and 7.30 p. m. Sunday school, 9.45 a. m. Communion, first Sunday of each month. Rev. David H. Weeks, pastor.

Church of the Redeemer—Pine ave., cor. 23rd St. Sunday services 8.30 a. m. and 7.30 p. m. Sunday school, 3.00 p. m. Rev. Richard Warne, in charge.

St. Peter's—122 Jefferson Ave., cor. 2nd St. Sunday services 8.00 a.m., 11.00 a.m. and 7.30 p.m. Ho'ly Communion all Sundays. Sunday school, 12.30 p.m. Rev. Philip W. Mosher, pastor.

EVANGELICAL ASSOCIATION.

First Church—Cor. Cleveland Ave. and 16th St. Sunday services, 10.30 a.m. and 7.30 p.m. Sunday school, 11.45 a.m. Wednesdays, 8.00 p.m. Rev. W. F. Ungerer, pastor.

Italian Christian Church (Protestant)—631 19th St. Sunday services, 10.30 a.m. and 7.30 p.m. Week-day services, 7.30 p.m. Masiimiliano Tosetto, leader in charge.

JEWISH.

Synagogue—Ahvas Shulon, 1014 Buffalo Ave.

Synagogue-Beth Israel—Cedar Ave. and Fourth St. Services, Fridays, 8.15 p.m.; Saturdays, 9.30 a.m. Week-days, religious school, 4 to 6 p.m. daily. Sermons Hebrew and English. Rev. J. Holzman pastor.

Synagogue-Beth El—Ashland Ave., opp. Public Library. Saturday and Holy Day services, 10.30 a.m. and Friday evenings, 8 p.m.

LATTER DAY SAINTS.

The Re-organized Church of Jesus Christ—Willow Ave. and 17th St. Sunday services, 11.00 a.m. and 7.30 p.m. Wednesdays, 8.00 p.m. Rev. W. J. Landes, pastor.

LUTHERAN.

Evangelical Lutheran Trinity—1341 South Ave. Sunday services (German) 10.30 a.m. and English 7.30 p.m. Sunday school, 9.30 a.m. Rev. Paul T. Gutknecht, pastor.

St. Paul's—Cor. Cleveland Ave. and 18th St. Sunday services, 10.30 a.m. and 7.30 p.m. Week-days, 7.45 (English and German). Rev. Edward Nemeschy, pastor.

Zion (English and German)—Tenth St. and Michigan Ave. Sunday services, 10.45 a.m. and 7.30 p.m. During July and August, 10.00 a.m. English, and 11.00 a.m. German. Rev. Herman Brezing, pastor.

Swedish Lutheran—499 Twenty-seventh St., cor. Ferry Ave. Sunday services, 3.45 p.m. Rev. Emil F. Bergren, pastor. Residence, 10 Chenango St., Buffalo, N. Y.

METHODIST.

St. Paul's M. E.—First and Thomas Sts. Sunday services, 10.30 a.m. and 7.30 p.m. Sunday school, 12 m. Epworth League, 6.30 p.m. Wednesdays, 8.00 p.m. Rev. John E. Manning, pastor.

St. James M. E.—15th St., cor. South Ave. Sunday services, 10.30 a.m. and 7.30 p.m. Epworth League, 6.30 p.m. Sunday school, 11.45 a.m. Wednesdays, 7.30 p.m. Rev. W. M. Young, pastor.

Free Methodist—Weston Ave. and 15th St. Sunday service, 11.00 a.m. and 7.30 p.m. Sunday school, 10.00 a.m. Wednesdays, 8.00 p.m. Rev. Richard Carne, pastor.

Italian M. E.—Cor. Pine Ave. and 16th St. Sunday services, 3 and 7.30 p.m. Thursdays, 8 p.m. Rev. W. M. Young and Rev. Robert H. Pfeiffer, B. D., pastors.

POLISH PROTESTANT.

Polish Protestant—Cor. Pine Ave. and 16th St. Sunday services, 5 p.m. Mondays, 7.30 p.m. Wednesdays, 7.30 p.m. Fridays, 7.30 p.m.

PRESBYTERIAN.

Pierce Ave.—Nineteenth St., cor. Pierce Ave. Sunday services, 11.00 a.m. and 7.30 p.m. Sunday school, 12.15 p.m. Wednesdays, 8.00 p.m. Rev. W. C. Crofts, pastor.

First Presbyterian—313 First St., near Falls St. Sunday services, 11.00 a.m. and 7.30 p.m. Sunday school, 10.00 a.m. Wednesdays, 7.45 p.m. Rev. Albert S. Bacon, minister; Rev. Geo. S. Tappan, assistant minister.

SALVATION ARMY.

The Salvation Army Citadel—228 First St. Sunday services, 10.45 a.m., 2.15 p.m. and 7.30 p.m. Y. P. L. meeting, 3.30 p.m. Tuesdays, Thursdays, Saturdays, 8.00 p.m. Howard E. Margetts, Captain.

SIDE TRIPS

TORONTO.

Toronto, the Queen City of Canada, and the Capital of the Province of Ontario, lies on the north shore of Lake Ontario just thirty miles due north of the mouth of the Niagara River, 47 miles from Niagara Falls and 315 miles from Montreal. It has a population of half a million people, and is, undoubtedly, one of the handsomest residence cities on the continent. Its beautiful avenues, and miles of admirably kept asphalt pavements, its universities, libraries, public buildings, hospitals, churches, schools, residences and eleven hundred acres of well cared for parks, give it an attractiveness to be found in few cities.

At least 50 per cent. of the visitors to Niagara Falls take advantage of the side trip to Toronto, for the reason that it is one of the most pleasant trips out of the Falls, and also because it affords an opportunity to visit one of the chief cities of the Dominion of Canada. Sightseers visiting Niagara Falls should not fail to visit Toronto. Great Gorge Route cars leave Niagara Falls week days and Sundays at 9.45 a.m., (Sundays, 10.30 a.m. instead of 9.45) 11.45 a.m., 5.30 p.m. and 7.45 p.m., connecting with Canada Steamship Lines' steamers leaving Lewiston, N. Y., 10.30 a.m. (Sundays, 11.15 a.m. instead of 10.30 a.m.), 12.30 p.m., 6.20 p.m. and 8.30 p.m., arriving Toronto at 1.00 p.m. (Sundays, 1.45 p.m.), 3.15 p.m. and 11.10 p.m. The steamer arriving at Toronto at 3.15 p.m., makes connections with the Montreal steamer leaving Toronto at 3.30 p.m.

Fare, one way, \$1.94, Two day. Round Trip, \$2.97. Thirty-day Round Trip, \$3.51, including war tax.



"Canada Steamship Lines' Steamers."

SEE TORONTO IN A DAY

BY TAKING THE

ALL SCENIC TREASURE TOURS

From NIAGARA FALLS

Via the "Great Gorge Route" to Lewiston, N. Y. and the Canada Steamship Lines' Elegant Steamers to Toronto. Special cars leave Niagara Falls 9.45 A. M.

SEVEN MILES THROUGH NIAGARA'S GRAND CANYON, passing the great Michigan R. R. Cantilever and Grand Trunk Ry. Steel Arch Bridge, the mighty Whirlpool Rapids, Whirlpool, Spanish Aero Car across the Whirlpool, Brock's Monument, and Queenston Heights.

From Buffalo take 8 a.m. High Speed Line car which connects with 9.45 a.m. Gorge car connecting with steamer, arriving Toronto 1.00 p.m. Returning, leave Toronto 5.15 p.m., arriving Niagara Falls 8.35 p.m., connecting with 8.45 p.m. High Speed Line car, arriving Buffalo, 9.45 p.m. same day.

Seven Miles Sail on Lower Picturesque River, passing Queenston, Ont., Youngstown, N. Y., Fort Mississauqua, Niagara-on-the-Lake and Fort Niagara, N. Y.

35 Miles Sail Across Lake Ontario. At Toronto, 8 of the finest type 33-passenger Auto Sight-seeing Cars, each with competent Guide, meet the Steamer to take you to the popular HOTEL CARLS-RITE for Lunch, after which you start on the 20-Mile Auto Sight-seeing trip around the City to view the numerous points of interest, including a visit through the HOUSE OF PARLIAMENT.

At 4 P. M. a stop is made at T. E. Eaton's, the largest department store in Canada.

At 5.15 P. M. Steamer leaves foot of Yonge Street (4 blocks below Eaton's Store), arriving at Lewiston, N. Y., at 8.05 P. M. and Niagara Falls at 8.35 P. M.

Ticket, Complete, including Gorge and Steamer Transportation, Lunch and Sightseeing trip in Toronto, \$5.25 Round Trip.

Tickets also good returning next day on any of the 4 steamers.

The Most Complete, the Most Satisfactory and the Most Enjoyable Trip Out of Niagara Falls

Thousands Take this Delightful Trip every Summer and are well Pleased.

**BE SURE AND LOOK FOR THE TREASURE TOURS OFFICE,
42 West Falls Street.**

Phone 381-M. Further information and literature cheerfully furnished.

Let Us Explain the Merits of the Trip.

J. W. TREASURE.

G. C. NICHOLAS, Manager.

Tours Established 1903.

From the opposite direction steamers leave Toronto week days and Sundays at 7.30 a.m. (Sundays, 8.15 a.m. instead of 7.30 a.m.), 9.30 a.m., 2.00 p.m. and 5.15 p.m. Gorge Route cars connect with these steamers at Lewiston, arriving at Niagara Falls, three hours later from the time passengers leave Toronto. This is the only line of steamers plying the lower picturesque Niagara River. Purchase tickets at Great Gorge Route office.

International Railway cars connecting with Toronto steamers at Queenston, Ont., leave Niagara Falls, N. Y., daily at 9.15 a.m. (Sundays, 10.05 a.m.), 11.15 a. m., 5.15 p.m., 7.05 p. m., connecting with steamers leaving Queenston, 10 a.m. (Sundays, 11 a.m.), 12.15 p.m., 5.50 p. m., 7.55 p.m. One way fare, \$1.94. Round trip (30 days), \$3.51.

New York Central trains connecting with Toronto steamers at Lewiston leave Niagara Falls, N. Y., (effective June 29th) daily, 9.50 a.m., 11.50 a.m., 5.50 p.m., 7.00 p.m. From the opposite direction trains leave Lewiston, 8.05 a.m., 10.30 a.m., 12.40 p.m., 5.00 p.m., 6.25 p.m., 8.25 p.m. One way fare. \$1.94. Round trip (30 days), \$3.51.

The Niagara, St. Catharines and Toronto electric line cars leave Niagara Falls, N. Y., 6.40 a.m. (Sundays, 9.10 a.m.), returning, leave Toronto 5 p.m., connecting with Toronto steamer at Port Dalhousie. One way fare, \$1.94. Round Trip (30 days), \$3.27.

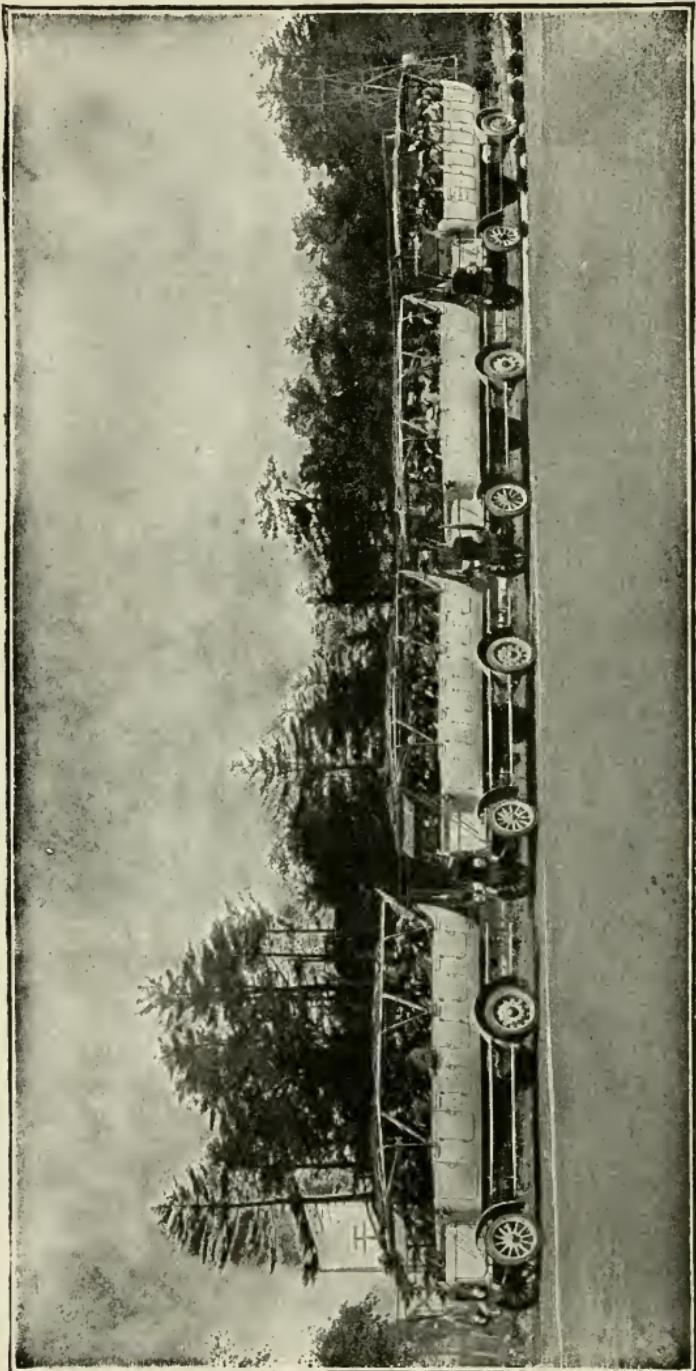
While in Toronto be sure and take the Provincial Motor Co.'s large and elegant (Grey) cars for the sightseeing trip around the city, \$1.00.



Main Building, Toronto Exhibition.

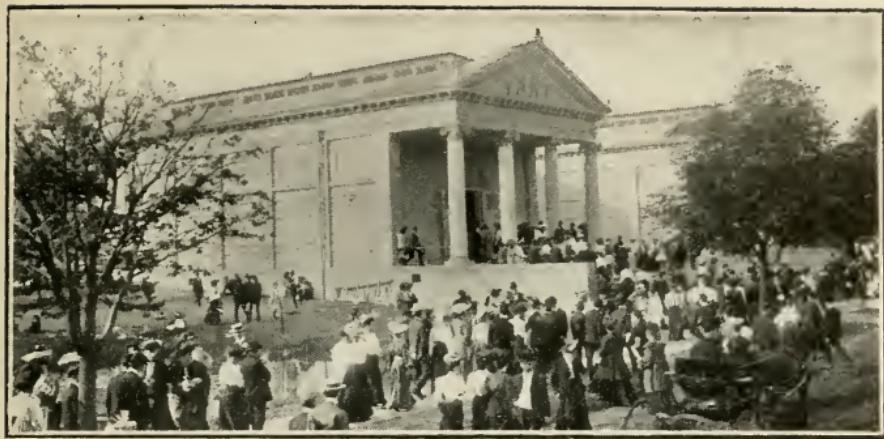
Do not fail to see the Canadian National Exhibition. This year, August 28th to September 11th, the largest annual exhibition in the world, with a yearly attendance of well over 1,000,000 people, is held at Toronto. The Exhibition Park extends along the Lake shore for nearly a mile, and covers an area of 264 acres; its buildings, 75 in number, are all artistic permanent structures, valued at \$2,500,000. This year an extensive addition to the Park is being made, and, among other buildings, a large Stock Arena, to cost \$1,400,000, is being erected.

Side trips to Thousand Islands, Montreal, Quebec, St. Lawrence River points have always proved one of the greatest attractions for tourists, and thousands while at the Falls, have availed themselves of this opportunity to see the beautiful St. Lawrence. For tickets, reservations, etc., apply to Great Gorge Route or New York Central Railroad.



THE PROVINCIAL MOTOR CO.'S FLEET OF SIGHT-SEEING AUTOS

AT TORONTO
This Gray Auto Line is the finest in the world. Each auto carries 30 passengers and each auto is in charge of a competent Guide who explains all points of interest along the route. \$1.00 Round Trip.



Fine Arts Gallery, Canadian National Exhibition Grounds.

SIDE TRIP TO THOUSAND ISLAND.

Thousand Island Park, N. Y., on Wellesley Island, has a summer population of 7,000. The park has ample accommodation for visitors, both at the Wellesley Hotel and at the excellent boarding houses.

Alexandria Bay, N. Y., with its fine summer hotels, is where the largest tourist travel centers, and where tourists may stop over and take the many delightful motor boat Ramble trips.

Alexandria Bay is one of the most popular as well as one of the most fashionable watering places in America. Thousands of people from all parts of the world visit it annually, attracted by the fame of its natural beauty, wholesome atmosphere, pleasant society and excellent fishing. The adjacent islands are dotted with cottages in all sorts of picturesque surroundings, some showing from among the trees, perched on rocky bluffs, others snugly perched on low-lying islands or nest'ing in beautiful coves along the mainland.

MONTREAL, QUE.



Notre Dame

Population 850,000, the commercial metropolis of Canada, founded in 1642; named from Mount Royal, the mountain behind the city. The first church, Notre de Bonsecours, was built in 1657. A visit to the Chateau de Ramezay, the Church of Notre Dame, St. James Cathedral (on the plan of St. Peter's at Rome), Mount Royal Park, and many other places, will be found interesting. Historic spots in the older portions of the city are marked by marble tablets. Montreal is the headquarters for ocean shipping, and is the principal financial and business center of Canada, and one of the wealthiest cities of its size in America. Its universities, hospitals and public buildings are architecturally beautiful and imposing.

The entire city has an appearance of wealth and solidity.

POPULAR HOTELS AT MONTREAL

The Place Viger Hotel, which is a fireproof structure, occupies an historic site facing the pretty park-like square.

Freeman's Hotel is noted for elegance and comfort. Convenient to all Railway stations, steamers, and Places of Amusement.

QUEBEC.

Capital of the Province. In 1535 Jacques Cartier sailed from France to discover a new way to the Indies. He sailed up the magnificent river and called it the St. Lawrence, anchoring at a little tributary which he called St. Croix. After visiting Hochelaga (Montreal) he wintered there, returning to France the following spring. In 1608 Samuel de Champlain planted the fleur-de-lis of France on the heights of Quebec, and became the real founder of New France. In 1629 Quebec fell into the hands of the British, but with the rest of the country was restored to the French in 1632. In 1690 the British again attacked it and failed, but in 1759 were successful under Wolfe, when he and the French General, Montcalm, fell in the battle of the Plains of Abraham. The whole of Canada then passed into the hands of the British. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in British territory. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, is "Upper Town."

Inside of this is the famous public promenade, known as Dufferin Terrace, and at the east end of this terrace is the splendid hotel, the "Chateau Frontenac," a noble adjunct even to so grand a spot.

The visitor to Quebec should visit the Falls of Montmorency, seven miles east of the city, also the famous shrine of Ste. Anne de Beaupre (twenty miles east, reached by electric railway), where over 150,000 pilgrims annually pay their devotions.

Mount Ste. Anne, 2,700 feet in height, with the world-famed shrine nestling at its foot, is seen in passing the east end of the Isle of Orleans, and a short distance beyond is Cape Tourmente, 2,000 feet in height. Here salt water begins, and the river widens until it assumes the proportions of an inland sea.

THE NEW FREEMAN'S HOTEL MONTREAL, QUE.

NOTED FOR ELEGANCE AND COMFORT

Attractive as it is outside, it is when the building is entered that one discovers the charming aspects of the place. Spaciousness is everywhere. High ceilings, broad corridors, wide stairways, and large rooms are characteristic throughout. At every turn one is impressed with the liberality and good taste of the builder.

Situated on St. James St., within five minutes from all railroad and steamship landings.

EUROPEAN PLAN ONLY

150 BED ROOMS—80 WITH PRIVATE BATHS

RATES :

	Single	Double
Room with Bath (Outside)	\$3.00	\$4.50
Room with Bath (Court).....	2.50	3.50
Room without Bath (Outside).....	2.50	3.50
Room without Bath (Court).....	2.00	3.00
Hot and Cold Running Water in all Rooms		

THREE DINING ROOMS

Main Restaurant, a la Carte service — Business Men's Lunch Room, 85c Table d'Hote. Counter Lunch Room—Short Orders, Moderate Cost.

ROTARIAN CLUB HEADQUARTERS.

CHAS. L. deROUVILLE, Manager.



Horticultural Building, Canadian National Exhibition Grounds

When Planning Your Trip to Niagara Falls
include a visit to that other
Great Wonder of America

THE CANADIAN NATIONAL EXHIBITION

— at —

TORONTO

THE ANNUAL WORLD'S FAIR

August 28th to September 11th, inclusive

264 acres of education and inspiration

A Trip to Canada is Incomplete without a Visit to Toronto
and Its Super-Exposition
1919 Attendance 1,201,000



Manufacturer's Building, Canadian National Exhibition Grounds

NEW HIGH SPEED LINE.
Between Buffalo and Niagara Falls

"One Hour Ride" between Buffalo-Niagara Falls. To the stranger or tourist arriving in Buffalo, either for business or pleasure, the knowledge that Niagara Falls, one of the most wonderful scenic and panoramic attractions of the world, is within 22 miles. The question as how to get there the best and quickest way is no problem, since the completion of "The New High Speed Line" of the International Railway Company.

This High Speed Line was completed in 1918 and the first cars operated June 9th, making the trip in one hour between Buffalo and Niagara Falls. This High Speed Line was built with the idea of providing a quick electric line service and in such a manner as to provide high speed service with safety, at a cost of approximately \$4,000,000.00.



INTERNATIONAL TERMINAL, NIAGARA FALLS.

On account of the frequency of service and rapid transit facilities this line affords, it became universally popular, so that in a few months it was necessary to install trains of two and three cars instead of single cars, to take care of the heavy travel, a three-car train providing seating capacity for 200.

The trains leave Main and Court Streets, Buffalo, N. Y., every thirty minutes, on the hour and half hour, and from Niagara Falls, terminal station fifteen minutes before and fifteen minutes after the hour, but during the summer months a fifteen-minute service is operated, to provide sufficient cars to take care of the extra heavy tourist travel, between Buffalo and Niagara Falls.

NEW YORK CENTRAL R. R. TRAINS.

Between Niagara Falls and Buffalo.

Leave Buffalo and Niagara Falls about every hour—running time, 50 minutes.

VACATIONING ON THE GREAT LAKES

The Great Lakes Transit Corporation steel steamers "Octorara", "Juniate" and "Tionesta" place within the reach of all, a Great Lakes Cruise under the most favorable and enjoyable circumstances. The steamers placed in service by this Corporation, may be said to equal, if not in size, at least in appointment, the great ocean greyhounds. They are the finest and most up-to-date in the shipbuilding art.

The pleasure of a cruise up the Great Lakes along the highways that stretch from Buffalo westward to Duluth, are many and varied,

while the health benefits and complete rest obtained are beyond estimate. There is a coolness and rest and quiet in a water trip; there are the invigorating tonic breezes that sweep from the forests of Wisconsin and over the great waters of Lake Superior. There is the comfort of the staterooms and parlors and good food, without the stuffiness, heat and other frequent other changes in travel on land. There are interesting cities and beautiful scenery all the way.

The Cruise, Buffalo to Duluth and return (2230 miles), is quite equal to a trip to Europe. Ports of call enroute are Cleveland, Detroit, Mackinac Islands, Mich., Sault Ste. Marie, Mich., Houghton, Mich., and Duluth.

CLEVELAND & BUFFALO TRANSIT CO.



THE GREAT SHIP "SEEANDBEE"

The Largest and Most Costly Passenger Steamer on Inland Waters of the World.

Her Dimensions—Length on deck, 500 feet; breadth on deck, 98 feet 6 inches; depth, 23 feet; draught of water, 15 feet. 510 staterooms and parlors—accommodating 1500 passengers—equaling in sleeping capacity the largest hotels of the country. Freight capacity on deck, 1500 tons—a train-load of freight. In commission about June 15, 1920. Greater in cost—larger in all proportions—richer in all appointments—than any other steamer on inland waters of the world.

A refreshing night's ride between Cleveland and Buffalo.

THE GREAT SHIP "SEEANDBEE"

Sailing Dates—Season 1920.

From Buffalo: June 16, 18, 20, 22, 24, 26, 28, 30, July 2, 5, 7, 9 and every Sunday, Tuesday and Thursday thereafter at 9 P. M. and every Saturday at 9 A. M. until September 5th, inclusive.

From Cleveland: June 15, 17, 19, 21, 23, 25, 27, 29, July 1, 3, 4, 6, 8 and every Monday, Wednesday, Friday and Saturday thereafter until September 4th, inclusive.

For full service see page 71.

Whether your trip takes you East or West—combine with it the pleasure of a night's refreshing rest on Lake Erie with every convenience for your comfort and enjoyment afforded by our steamers—so large and so well equipped as to be veritable floating hotels. Railroad tickets reading between Cleveland and Buffalo are good for transportation on our Steamers.

For further particulars apply at C. & B., American Express Tourist or Railroad ticket offices.



Travel the American Way

This means travel with the backing of a world-wide commercial organization, the financial standing and responsibility of which are unquestioned. It means travel under the direction of men expert in the Travel business; men who through years of experience have equipped themselves to cope with every travel problem which might arise. It means making American Express offices your headquarters wherever you go. It means you can procure your tickets, your railroad, steamship and hotel accommodations, your insurance, your American Express Travelers' Cheques and your Letters of Credit with little effort and through one Company. It means you always travel first-class, and that you enjoy every comfort and privilege traveling affords. It is decidedly advantageous to

TRAVEL-THE-AMERICAN-WAY

Conducted and independent tours and cruises to all parts of the world. Write to

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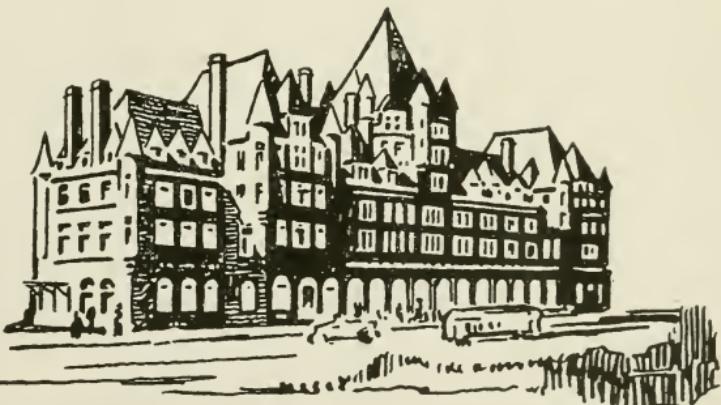


CHATEAU FRONTENAC-QUEBEC

The Canadian Pacific Railway reaches every important city in Canada. The principal agricultural, industrial and commercial districts are all on its system, as well as some of the most magnificent scenery on the whole North American Continent.

Canadian Pacific service is famous as the highest attainable standard of Railway service. It is met also in the chain of Canadian Pacific Hotels that stretch from Atlantic to Pacific, of which the Place Viger at Montreal and the Chateau Frontenac at Quebec are two.

The Canadian Pacific service between Buffalo, Toronto, Montreal and Quebec includes:
Three trains a day from Buffalo to Toronto, by Niagara and six a day (four on Sundays) via Bridgeburg.
Four trains a day (two on Sundays) from Toronto to Montreal.



PLACE VIGER-MONTREAL

Three trains a day (two on Sunday) from Montreal to Quebec.

George O. Walton, General Agent, Passenger Department Canadian Pacific Railway, 11 South Division St., Ellicott Square, Buffalo, N. Y.

BUFFALO'S GREATNESS BRIEFLY TOLD

To get an adequate conception of Buffalo's great commerce, it is necessary to see it, and every visitor is urged to visit the waterfront with its gigantic elevators, which last year handled more than 258,000,000 bushels of grain from our own west and the Canadian northwest, together with the blast furnaces and steel plants. Here also centers an immense business in package freight distributed out of Buffalo on the lines of 17 railroad systems. The Buffalo district also is the largest lumber market in the world. At the stock yards in East Buffalo an annual business of more than \$100,000,000 is transacted. Buffalo makes many of the world's best automobiles, has hundreds of great factories, making lines so diversified that 56 per cent. of all the manufacturers recognized by the Census Bureau of the United States are represented in Buffalo.

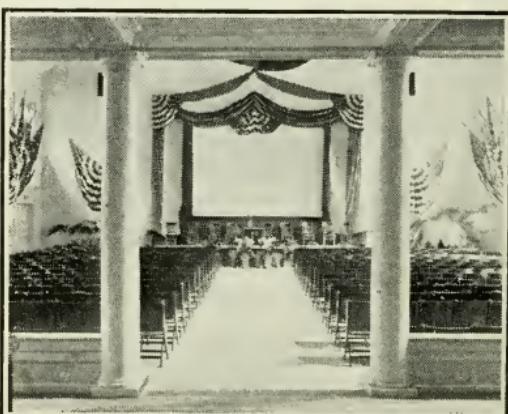


Statler Hotel

Buffalo has become one of the world's greatest convention cities. This has been accomplished by applying the square deal to the convention business, assuring visitors against extortion and to the convenient location of this city in the center of a circle including more than half the population of the United States and two-thirds of Canada's population. In addition to the rail facilities, splendid passenger steamers ply the lakes from this port to all of the lake cities. Smaller vessels carry thousands of visitors to nearby resorts, especially Crystal Beach, and Niagara Falls is only a short trip north with trains and trolley cars available at frequent intervals.

There are few points of interest in Buffalo which receive as much attention from out of town visitors as the factories and offices of the Larkin Co., where 4,000 people are employed. In the factories many different products are manufactured under the most modern and sanitary conditions. The Larkin Administration Building, housing a clerical force of 1,500, is designed in a style of architecture unique among commercial institutions in this country.

Uniformed guides are furnished to escort visitors about the Larkin plant. After the trip refreshments are served and moving pictures shown.



Larkin Auditorium



*A Trip to Buffalo
Without Seeing the
Larkin Factories is
like a Trip to Niagara
Without Seeing the
Falls.*

Visit the Great Larkin Factories

Last year nearly 50,000 visitors, Americans from every state of the Union, tourists from Canada and countries overseas, took the "Trip through the Larkin Factories." Among these interested sightseers and students of a great American industry were the King and Queen of Belgium, and their party.

And now the invitation is extended to you, "Come and see us, too."

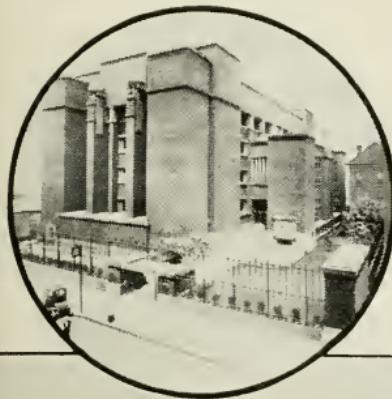
Guides — Souvenirs — Refreshments

You, too may spend an hour crowded with instruction, interest and entertainment. See a great modern factory using the most advanced methods. Learn how soaps, perfumes and pure foods are made.

Guides conduct our parties through the Factory and our Administration Bdg., one of the finest and most perfectly equipped private office buildings in the world. Refreshments served while viewing motion pictures; souvenirs to each guest.

Take Seneca, Abbott Road, South Park or Jefferson Street car. Ten minutes from Main street.

Larkin Co.
Established 1875
BUFFALO, N. Y.



The Administration Building
The Larkin Factories—73 Acres of Floor Space.

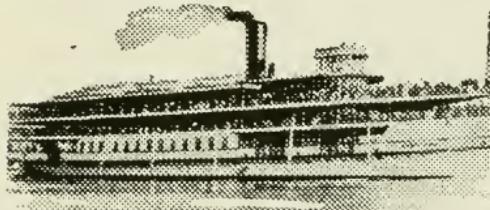
You will find in Buffalo every facility of which any great city can boast and many things which cannot be duplicated in any other city. It is a beautiful city in which to live and work, and if you should decide to extend your stay here indefinitely, you will be twice welcome.



Sight-seeing—Buffalo

CRYSTAL BEACH.

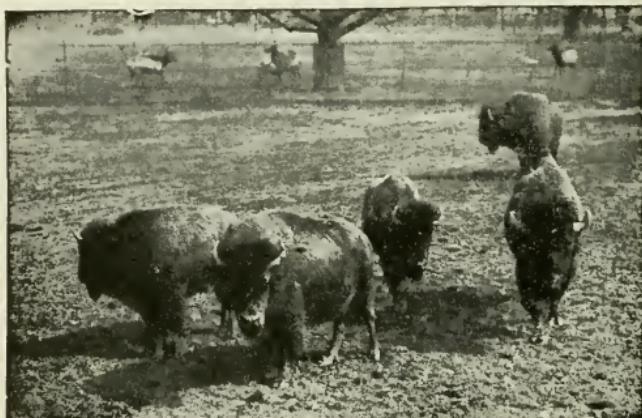
One of nature's delightful lake-side beauty spots has come to be one of the most popular resorts for summer recreations in this entire section. It is situated on the picturesque shores of Lake Erie about 12 miles from Buffalo. Two palatial steamers, the Americana and Canadiana, among the largest and finest excursion boats in the world, each with a capacity of 3,500 people, ply between Buffalo and the



special delights, good music being provided and dancing and other diversions indulged.

Crystal Beach became famous through its unsurpassed bathing beach, one of the finest fresh-water bathing beaches in the country. Its velvety white sand skirts the shore for miles and it slopes so gradually from the water's edge that it affords bathers absolute safety and is the mecca of thousands of bathers daily. The modern sanitary bath house, with accommodations for more than three thousand bathers at one time is taxed to its utmost throughout the season.

beach week days and Sundays throughout the season. The trip consumes an hour each way, the ride affording an excellent view of Buffalo's superb harbor and the gigantic plant of the Lackawanna Steel company. The trip to the Beach has its



Buffaloes in Buffalo Zoo

CRYSTAL BEACH

BUFFALO'S FAMOUS SUMMER RESORT

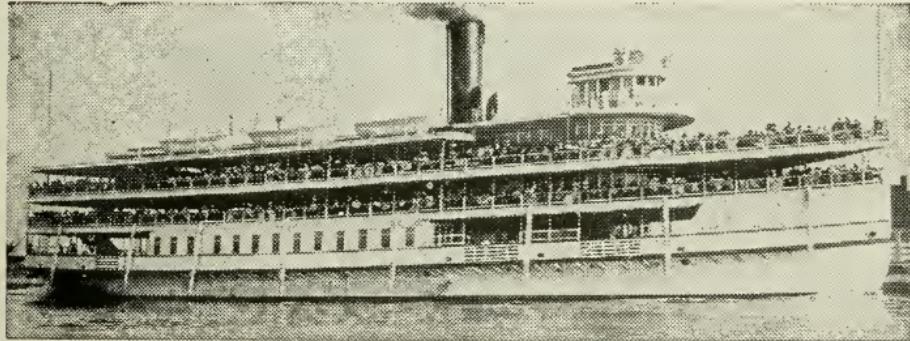


BEST FRESH WATER BEACH ON EARTH

Steamers Americana and Canadiana

Capacity 3500 Persons each

Leave Buffalo almost hourly, week-days and Sundays, from the foot of Commercial Street.



25-MILE LAKE RIDE—50c ROUND TRIP

Free Dancing on Steamer

SPECIAL FARES TO LARGE PARTIES

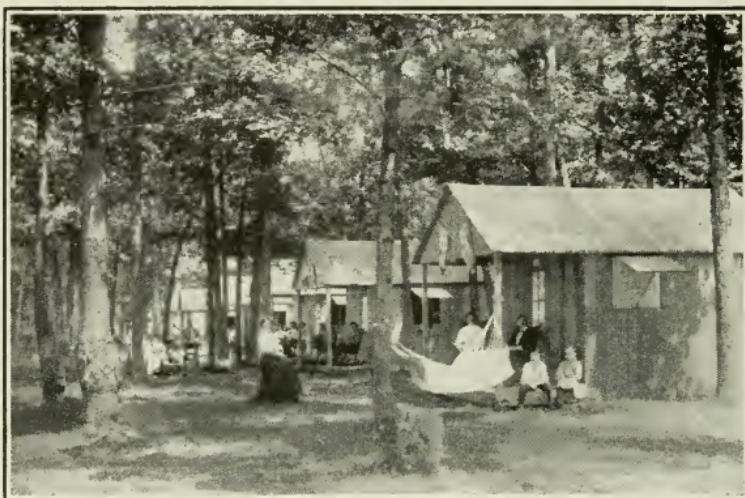
W. M. KLEHN, Passenger Agent.

THE LAKE ERIE EXCURSION CO.

General Office, foot of Commercial Street, Buffalo, N. Y.

FORT NIAGARA BEACH

CN LAKE ONTARIO
(American Side)



Cottage Row

Excellent Bathing Beach. Good Boating and Fishing.
DANCING—Wednesday, Saturday and Sunday Afternoons,
and Every Evening Except Mondays. Bowling Alleys and
Miscellaneous Attractions.

OUR MOTTO—WE SERVE TO PLEASE

Meals and Lunches. Dining-Room Service..
Refreshments and Light Lunches.

Summer Cottages \$6 to \$25 Weekly

Special Meal Rates to Cottagers.

WE CATER TO SPECIAL PARTIES ON ADVANCE NOTICE

Our Picnic Grounds are FREE to the Public.
Pure Spring Water, City Plumbing, Septic System and Electric Lights.

Great Gorge Route Cars Direct to the Beach.
Round Trip Fare from Niagara Falls, \$1.03.
After 11:30 a.m. 54c Round Trip.

HARRY G. McINTYRE

Manager, Fort Niagara Beach - - - Youngstown, N. Y.

A WONDERFUL SIDE TRIP



The Great Ship "SEEANDBEE"

Largest and Most Costly Steamer on Inland Waters of the World. 500 ft. Long, 98 ft. 6 inches Broad. 500 Staterooms and Parlors, accommodating 1,500 persons.

Steamers "City of Buffalo" and "City of Erie."

BETWEEN BUFFALO AND CLEVELAND

Daily May 1 to Nov. 15.

Leave Buffalo.....9:00 P.M. Leave Cleveland....9:00 P.M.
Arrive Cleveland.....7:30 A.M. Arrive Buffalo.....7:30 A.M.
(Eastern standard time)

Daylight Trips Every Saturday, July 17 to Sept. 4, 9 a. m.

Fares: \$4.63 One Way, \$7.87 Round Trip.

Week-End Excursions Every Saturday, \$5.09 Round Trip.

THE ALL-WATER ROUTE TO TOLEDO CEDAR POINT AND PUT-IN-BAY

Daily (except Monday) Service, June 19 to Sept. 6, inclusive.

FARES:

Buffalo to Toledo\$5.56 One Way, \$8.56 Round Trip
Buffalo to Cedar Point or

Put-in-Bay\$5.56 One Way, \$9.03 Round Trip
Week-End Excursions to Cedar Point and

Put-in-Bay Every Saturday.....\$5.56 Round Trip

New Tourist Automobile Rate, \$10.00 Round Trip, with Two-day
Return Limit for cars not exceeding 127 inches wheel base.
Cars over 127 inches wheel base, \$14.50 Round Trip.

Railroad Tickets over N.Y.C.R.R. or N.Y.C. & St. L. Ry. between
Buffalo and Cleveland, good for Transportation on our Steamers.

THE CLEVELAND & BUFFALO TRANSIT COMPANY
S. Michigan Ave. Bridge, Buffalo, N. Y.

Hotels Statler

BUFFALO

450 Rooms 450 Baths

CLEVELAND

1000 Rooms 1000 Baths

DETROIT

1000 Rooms 1000 Baths

ST. LOUIS

650 Rooms 650 Baths

Hotel Pennsylvania

New York—Statler-operated
The Largest Hotel in the World

2200 Rooms 2200 Baths

Seventh Ave., 32nd to 33rd Sts.

Opp. Pennsylvania Terminal

Every guest-room in each of these
hotels has private bath, circulating ice-
water and other unusual conveniences.
Morning paper delivered free to every
guest-room. Club breakfasts.



NEW

COMFORTABLE

— and —

EASY RIDING

CARS OF THE

LATEST TYPE.

PLEASANT

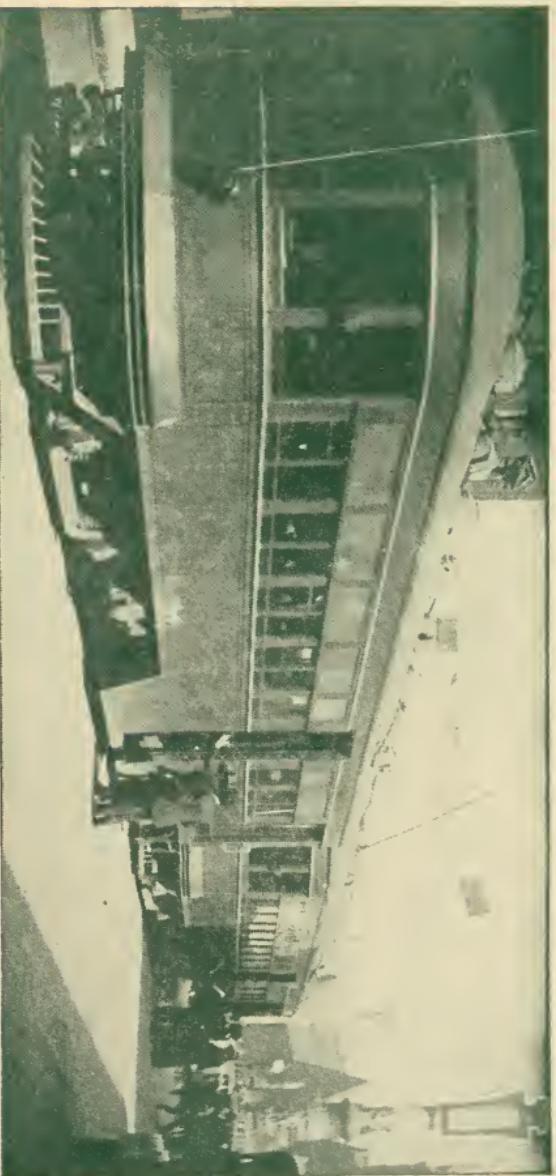
TO TRAVEL.

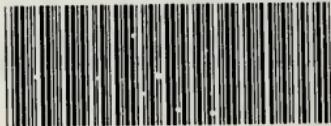
TYPE OF HIGH SPEED CARS

The International Ry. Co.'s New Four Million Dollar High Speed Line between Buffalo and Niagara Falls.

Cars leave Buffalo on the hour and half hour. Leave Niagara Falls 15 minutes to and 15 minutes after the hour. One Hour's Ride.

Ticket Offices: Main and Court St., Buffalo, and Riverway Terminal, Niagara Falls.





0 014 108 186 A

GUIDES FREE

VISITORS WELCOME

NIAGARA FALLS, N.Y.

THE HOME OF SHREDDED WHEAT

